

LOOK MAKE A SCAR CROW.

THE LAZARUS

FOUNDED 1921

The Hongkong Telegraph

FOUNDED 1921 六拜禮 號三十三十英港香 SATURDAY NOVEMBER 3, 1923. 廿九

RECONDITIONED

THE DRAGON MOTOR CAR CO., LTD.

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THE INVITATION TO AMERICA.

FRANCE STILL MAKES STIPULATIONS.

(Reuter's Service.)

Paris, November 2.
The French reply to the British Note of October 31 has been delivered. It gladly accepts the proposal that the Allies collectively invite America to appoint representatives on the committee of experts, but insists on a limitation of the Committee's enquiry into Germany's "present" capacity to pay and the maintenance of all the Reparations Commission's rights under the Treaty of Versailles.

Present Capacity Nil.

London, November 2.
It is understood that the British view is that M. Poincaré's stipulation that the committee of inquiry shall only investigate Germany's present capacity for payment will largely nullify the Committee's work, as admittedly Germany's present capacity to pay is nil.

It is believed that the Belgian Government largely shares the view of the British Government on this point and it is hoped that the exchange of views now proceeding will clear up the question so that the Allied invitation to the United States may be despatched before the beginning of next week.

Denial of Interference.

Paris, November 2.
The French reply to the British Note regarding the separatist movement has been handed to the Ambassador. It disclaims any responsibility for the movement, and does not agree that any splitting up of Germany would necessitate a revision of the Treaty of Versailles.

Serious American View.

Washington, November 2.
It is stated that President Coolidge believes the restriction of the proposed expert enquiry into Germany's capacity to pay may render it useless to proceed with the plan.

MR. BALDWIN'S POLICY.

"THE COUNTRY MUST DECIDE."

London, November 2.
Mr. Baldwin in a speech at Manchester on the developing of a protectionist policy, said his ideal was one great Empire with free trade within its borders and every part regarding itself as one nation, one land, one home. They could reach that ideal by binding the Empire together economically. If they did not do so, the law of economic gravitation must draw them into a more powerful economic orbit. By establishing preference all over the Empire they were doing nothing against the principles of free trade, but were making free trade over a greater area. He proposed to put a tax on manufactured goods with special regard to those imports that caused the greatest amount of unemployment, and give substantial preference to the Dominions, to put a tax on wheat or meat, to investigate the best way to help agriculture and maintain the nation's tillage, to co-ordinate the existing schemes of insurance, and to develop our own estates in our Empire.

Mr. Baldwin said it was an integral part of his policy to devote a portion of the new revenue to pushing ahead development as never before. No one could say how long it would be before the economic conditions in Europe were again stable, and the time would come when Britain would have to rely on itself. Incidentally, he declared he would not be satisfied until we had so developed the Empire as to be absolutely independent of America with regard to cotton-growing. He concluded by intimating that the country must decide after the opposing policies had been explained to the public.

ANOTHER GERMAN POLITICAL CRISIS.

SOCIALISTS LEAVE THE GOVERNMENT.

Berlin, November 2.
The Socialists have left the Coalition Government of the Reich.

Reichstag May be Dissolved.

Berlin, November 2.
The Minister of Interior has telegraphed to the Bavarian Premier requesting an early explanation of the warlike preparations by irregular bands on the North Bavarian frontier, saying the Prussian and Thuringian Governments are alarmed and have demanded protection from the Central Government.

The decision of the Socialist Party to withdraw from the Government was reached by an overwhelming majority after protracted efforts to arrange a compromise had failed. Herr Stresemann will presumably now request President Ebert to sanction the dissolution of the Reichstag, as it will be impossible to carry on there against the opposition of the Socialists.

IMPERIAL ECONOMIC MEASURES.

GOVERNMENT SUBSIDIES AGREED TO.

London, November 2.
All the Dominion representatives at the Economic Conference have cordially accepted the project drafted by a strong committee of the Conference and submitted by Sir Lloyd Greame, whereby the Imperial Government will give financial assistance respecting the expenditure on orders placed in Britain in connection with approved schemes relating to communications, lighting, drainage, irrigation et cetera. The maximum grant would be three quarters of the interest charges for five years. Priority would be given to schemes involving the earliest placing of orders. The Home Government will introduce the necessary legislation. The Conference passed a resolution approving the establishment of a reconstituted Imperial Institute, proposing specified annual contributions for its upkeep from the Dominions and India, and recommending the addition of a representative of the Treasury to the new administration of the Institute.

ANOTHER FLYING RECORD.

Mitchfield, New York, November 2.
Lieutenant Brow flew twelve kilometres at an average speed of 257 miles an hour. This is claimed as a record.

(Continued on Page 7.)

TRAMS v. BUSES.

WHAT KOWLOON REALLY NEEDS.

Merits of the Systems Discussed.

(“Telegraph” Special.)

FOR BUSES.

The arguments in favour of motor buses are:—
A motor bus service is essentially mobile and can be diverted to any desired route or made to serve any special transportation needs. Its scope of usefulness is not confined to any fixed track.

It is faster than the average tram, and the breakdown of one bus does not hold up the whole service like the breakdown of one tramcar.

Buses are less noisy than trams, especially when the trams and track become quite worn. A bus service does not require the laying of an expensive track or the erecting of an overhead power system. It would require well made roads, but other traffic would share the advantages of such an outlay.

Inasmuch as buses draw alongside the pavements for the discharge or taking on of passengers, this is a distinct advantage in wet weather and also does away with the necessity for passengers to cross the line of other traffic.

An special consideration in Kowloon is that the drainage and other systems are, for the most part, laid under the line of the proposed track. This would mean either digging up the track to get at these systems or previously moving them to another part of the roadway. Furthermore, the erection of an overhead power system would mean the cutting down of many fine trees, especially in Nathan Road.

It is further argued, in favour of buses, that in the years to come, when such places as Yau-mat, Shamshui, Kowloon City and Hungshom have developed into centres of industrial and commercial activity, the presence of a tramway system will be more of a road nuisance than a benefit.

Lastly, it is pointed out that tramcars are fast going out of date and that since the Hongkong system was laid down in 1902 motor propelled vehicles have come greatly into favour and are recognised, to a growing extent, as the ideal method of road transportation.

KOWLOON OPINION.

We have consulted with quite a number of people, including many residents of Kowloon, and all were of the opinion that motor buses would be much preferable to trams. If a referendum of Kowloon residents were taken we think the preponderance of votes would be in favour of buses, and, after reading the speeches made on the matter during the Budget debate, we come to the conclusion that the Government itself has veered round in favour of buses.

In justifying the calling of tenders for trams, the Government says it wishes to see “whether satisfactory tenders will be received,” but it can never learn from tenders whether a tramway service would be more satisfactory than a bus service; it can only learn what the cost of a tramway service would be. In the absence of similar tenders for a motor bus service we fail to see how the Government can compare the financial aspects of the respective services.

A SUGGESTION.

It has been suggested to us, and it is a suggestion with which we agree, that in view of the overwhelming arguments in favour of buses, the Government should definitely commit itself to the provision of a proper motor-bus service and give up altogether the idea of a tramway. The present service of motor buses in Kowloon has grown very much since its inception; there are now three companies operating over sixty buses between them. The type of service is not the best, but it is a step in the right direction.

A VICTIM OF GAS?

EX-SOLDIER UP ON SERIOUS CHARGE.

ALLEGED THREAT TO KILL CHIEF ENGINEER.

J. Milburn, a fireman aboard the s.s. Anomia, an old soldier with thirty years' service to his credit and said to be a victim of gas and shell shock, came before Comdr. Beckwith, at the Marine Court, yesterday afternoon, charged with committing an act tending immediately to endanger the life and limb of Panagiotis Risoglou, chief engineer of the Anomia, by threatening to kill him.

According to the evidence of Mr. Risoglou, Capt. W. S. McKenzie, Mr. Dalzell and Mr. Asquith, officers of the ship, just as the vessel was leaving Bilbao on Sept. 2nd, Milburn was reported by the fourth engineer for refusing to go on watch, and defendant was logged. On Oct. 29th, about seven o'clock in the evening, whilst the ship was in Kowloon Bay, the chief engineer was sitting on deck amidsthip with a number of other officers, when Milburn came along, in a very excited manner and using bad language threatened to kill him, saying he would either do it on the ship or when they got to Shields. Milburn's attitude was threatening, and he was screaming and gestulating. He was drunk.

For the defence (conducted by Mr. N. I. Brewer), it was stated that Milburn had a good character. He joined the army in 1886 and was discharged in 1916 as mentally unfit, suffering from shell shock and gas. Milburn said he was ill on the day the above events were stated to have taken place, remembered nothing that happened.

The case was adjourned for Milburn to be medically examined.

YAUMATI POLICE STATION.

NEW HEADQUARTERS FOR MAINLAND.

For all practical purposes, the new Yaumati Police Station, which has now been completed, will serve the Peninsula in the same way that the Central Police Station does on the island—that is, it will be the headquarters for the police organization of the mainland. In the near future the last draft of Wei Hai Wei policemen, comprising some fifty men, will arrive in the Colony and a number will be allotted to the new headquarters. A number of the Water Police will also be attached to this station, which, being located on the waterfront, occupies a situation very useful for harbour work. The staff has already commenced to move in.

desirable, but the present service has been of distinct value, not only by providing cheap and quick transport to the more outlying parts of Kowloon, but by demonstrating that the need for such transport is a real one. Instead of wasting time and money by calling for tenders and considering the provision of an unwanted tramway service, the Government should concentrate its attention on how best to replace the present bus service with something of a more permanent and comprehensive nature. Instead of allowing the competitive touting which now goes on outside the Star Ferry wharf it should seek to provide an adequate service of superior buses, catering for European and native needs, running to schedule and forming the nucleus of a future transportation service of a big district which is destined to grow into one of the most important centres of the Colony.

Such a decision would do away with many fears regarding the future amenities and beauties of Kowloon.

DEATH OF MISS WALLACE.

WELL-KNOWN LADY PASSES AWAY.

It is with sincere regret that we have to chronicle the death of Miss A. Wallace, which took place at the Peak Hospital last night. The news of Miss Wallace's demise will come as a shock to a very wide circle of friends in Hongkong, for until about a week ago she appeared to be in her usual health. A few days ago, however, she was taken ill with fever, and was later removed from her home on the Pokfulam Road to the Peak Hospital. Miss Wallace was found to be suffering from malignant malaria, and, despite every medical attention, passed away last evening.

One of the best-known European ladies in the Colony, Miss Wallace, who was born in Hongkong, enjoyed the friendship of many. For many years she had acted as amanuensis to Dr. J. W. Noble, prior to and after Dr. Noble's departure for America, and had always prominently identified herself with the various social and charitable activities of the Colony. She was especially interested in the Hongkong Horticultural Society, and only this year had been acting as Hon. Secretary of that body. In connection with the Ministering Children's League and the Helena May Institute she was also prominently associated, and in many other ways contributed to the social life of the Colony. Of a charming personality she was beloved by many. Much sympathy will be extended to Mrs. Wallace in the great loss she has sustained.

The funeral takes place this evening, the cortege passing the Monument at five o'clock.

ARMISTICE DAY

CEREMONY AT HONGKONG CENOTAPH.

It is intimated in the *Gazette* that His Excellency the Governor has approved of the following arrangements with regard to the ceremony to be held on Armistice Day, 11th November:—

At 11 a.m. a gun will be fired from Murray Parade Ground, and at the conclusion of two minutes' silence “Last Post” will be sounded from the Murray Parade Ground and by the 24th Bombay Grenadiers at Kowloon.

The following ceremony will take place at the Cenotaph at 12 noon:—

Hymn—“Oh God, our help in ages past.”

His Excellency the Governor will lay a wreath at the foot of the Cenotaph.

Reveille.

National Anthem.

Persons desiring to lay wreaths will be given an opportunity of doing so at the conclusion of the ceremony.

It is requested that arrangements may be made for Church Services to be held at such times as will enable two minutes' silence to take place during the Service at 11 a.m. and will permit members of the congregations to be at the Cenotaph by 12 noon.

THE NEW REGIMENT.

DUE HERE THIS MONTH.

The 1st Battalion of the East Surrey Regiment, which will relieve the King's, is due here by the troopship *Derbyshire* on the 29th instant, and will take over Murray, Victoria and Wellington Barracks forthwith. The King's will vacate all barracks and be placed under canvas at Mount Austin and on Murray Parade Ground on about November 25, until date of embarkation (December 3). The married families of the King's will vacate their quarters at the 7th Innings and will be accommodated at the Mount Austin.

NAVY LEAGUE BALL.

HAPPY FUNCTION LAST NIGHT.

Some five hundred guests, including His Excellency the Governor, attended the Navy League Ball held in the City Hall last night. The function was in every way a success, and the occasion will long be remembered by all present. A happy spirit of conviviality prevailed, and the fact that the ballrooms was not unduly crowded added to the general enjoyment. Arranged in aid of the dependents of members of the naval, mercantile marine and auxiliary forces who died in the war, the financial outcome of the function should be most satisfactory.

The decorations were simple but extremely effective. Palms, pot plants, etc., were largely used, whilst the Union Jack and White Ensign were appropriately in evidence. At the head of the staircase the Navy League shield “Keep Watch” was displayed in a prominent position, whilst underneath was an illuminated representation of a modern battleship in company with an old sailing ship. Further appropriate touches were the displaying of Nelson's famous signal, “England expects . . .” by signal flags in St. George's Hall, and by the provision of the “Nelson's Arms” downstairs, this inn being well patronised during the evening.

Both the St. Andrew's and St. George's Halls were utilised for dancing, and the verandahs and adjacent rooms were used for refreshments, and sitting out. Music was supplied by the King's regimental orchestra, the programme comprising eighteen items with four extras.

The officials responsible, whose names we have already published, are to be congratulated on the success attained, a special word of thanks being due to Mr. L. V. Whyte, the energetic H. Secretary and Treasurer.

HOCKEY.

The following will represent the Hongkong Hockey Club against the 102nd Grenadiers at the U.S.R.C., Kowloon, on Wednesday, at 4.45 p.m.:—A. H. Roffey; E. G. England; G. Murray; E. J. R. Mitchell; A. S. Hett; G. H. Piercy; E. L. Sim; F. C. Miller; W. Woodward; G. R. More; D. H. F. MacMaster.

TO-DAY.

Closing Exchange 2s. 3. 1/16.
High Tide 6.18 p.m. Low Water 10.57 p.m.
Lighting Up-Time 5.45 p.m.

NEWS IN TO-DAY'S NEW ADVERTISEMENTS.

To Let! “The Towers” 21, Broadwood Road.—Page 4.
Anderson's have Eighty-one and Fourty-one Reel records.—Page 7.
Consignees are notified of the arrival of the s.s. “Lieutenant Saint Loubert Bie”.—Page 4.
C. E. Warren & Co., Ltd. have received a new supply of sanitary appliances.—Page 4.
All the Brothers were Valiant!—Page 16.

LISTEN.

Advertising is the force that has reduced the “gamble of business” to the lowest possible point.
Low Cady is appearing at the World Theatre in “The Butterfly Man”.—Page 14.
A special variety programme fills the bill at the Star Theatre.—Page 14.
For the week-end programme at the Grand Theatre refer to Page 14.
An exhibition of ladies' gowns is being held at the Hongkong Club.

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For Ladies and Gentlemen
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Proven best by every test

EARLIER TELEGRAMS.

IMPERIAL CONFERENCE.

London, Nov. 2.
At the conclusion of the debate on the status of Indians in the Dominions the Maharajah of Alwar warmly thanked the Dominion Premiers for what they had done on behalf of the Indians in all Dominions except South Africa. He declared the British Empire was not such a dark path for Indians as some believed, and expressed the opinion that new that goodwill and co-operation were prevailing on all sides, this difficult problem will be set at rest so that India will be able to turn her mind to her own domestic problems and work out her salvation as a loyal integral part of the Empire.

Mr. Sapru was similarly content that the Indians throughout the Empire would derive new hopes and encouragement from the Dominion's attitude. He especially paid a tribute to the support and encouragement received from Viscount Peel, who identified himself with the Indian cause equally with the Government of India and the Viceroy.

THE REPARATIONS INQUIRY.

Washington, Nov. 2.
Concern is expressed in official quarters by statements attributed to M. Poincare indicating a desire to restrict severely the scope of the reparations inquiry. It is stated authoritatively that if France insists on the formula of preventing a full enquiry into Germany's capacity to pay, the success of the present negotiations will be seriously jeopardised.

London, Nov. 2.
It is reported from Paris that the French reply to the British note regarding the convocation of a Reparations Conference stipulates that the enquiry should be limited to Germany's present capacity, and thus not reopen the question of her total indebtedness. It is believed that this is the point which aroused anxiety in America but political in London are now alarmed in view of the announcement that negotiations between London and Paris are continuing.

THE TARIFF FIGHT.

London, Nov. 2.
The National Liberal view of Mr. Baldwin's proposals were voiced by Mr. McCurdy at a conference of National Liberals at Westminster. He expressed the opinion that the general election would not be later than January. He complained of the paucity of details of the Premier's intentions, creating uncertainty which itself would tend to increase unemployment. He described tariffs as a blind and futile remedy for foreign competition and advocated raising the level of production by increasing the demand for home markets. He declared that it would not help matters by imposing fresh duties and fetters on the importation of food and raw materials.

DEWAR'S WHISKY.

MESSRS JOHN DEWAR & SONS, LIMITED, and
Subsidiary Companies hold the LARGEST STOCKS
of MATURED SCOTCH WHISKY in Scotland to-day, and
are therefore able to guarantee the same fine quality all over
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They have recently secured the famous ROYAL
LOCHNAGAR Distillery at Balmoral, which is situated on
the ESTATE of H. M. THE KING. In addition they own
directly, or are jointly interested in nine other of the finest
Malt Distilleries in Scotland, thus ENSURING FUTURE
SUPPLIES OF THE VERY FINEST QUALITY OF SCOTCH
WHISKY.

Sole Agents for Hongkong & South China.

A. S. WATSON & Co., Ltd.

Wine & Spirit Merchants, Established 82 Years.

GERMAN TRICK YARD MEASURE.

London, Nov. 2.
The Bradford Chamber of Commerce has called the attention of the Board of Trade Overseas Trade Department to complaints from Japan and South America that cloth is being delivered of less width than it is purported to be. It was discovered on investigation by a client of one firm whom complaint was made that it was using a steel tape measure made in Germany, which was an inch wrong to the yard so that a measure marked 36 inches actually measured 37. The opinion was expressed that this was a German trick with the object of discrediting British goods.

FREIGHT RATE REDUCTIONS.

Washington, Nov. 2.
The Committee of Railway Executives have announced their inability to accept President Coolidge's suggestion to reduce grain freight rates. They contend that the reduction would be ineffective because the Canadian railways would immediately meet it by cutting rates from seaboard.

THE P. & O. FIVE PER CENT. LOAN.

London, Nov. 2.
It is understood that the underwriting is progressing of the £5,000,000 five per cent. debenture loan of the Peninsular and Oriental Company issued at 98 and redeemable in 1930/40.

SINGAPORE POLICE INEFFICIENCY.

EXTRAORDINARY RAID ON HEADQUARTERS.

(Our Own Correspondent.)
Singapore, Nov. 2.
With astounding daring, secret society members in the early hours of yesterday morning raided and ransacked the Central Police Courts and broke open almirahs and drawers, searching apparently for captured documents. When the courts opened for business they were found in an indescribable state of confusion. The culprits got clean away in spite of a police sentry who was supposed to be on duty outside the police station on the opposite side of the road. The incident has served to increase the existing general public contempt for the efficiency of the police force, which has hardly been allayed by the Government promises at the Council meeting on Monday to reorganise the force.

AN OPPORTUNITY TO SAVE MONEY

**SINCERE'S
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COME EARLY AND PROCURE THE SEASON'S LATEST
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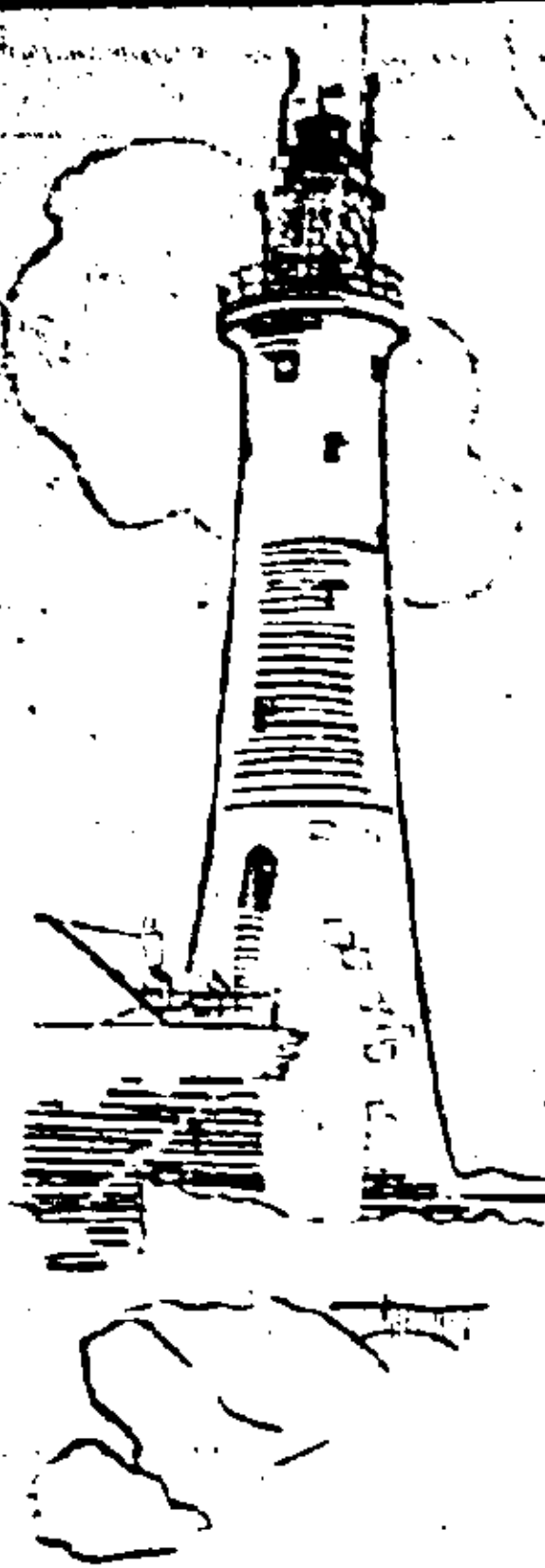
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Tea that is in fresh condition only sometimes is not much good. The chances are it will prove insipid and flavourless just at the very time when you long for a cup of good tea more than anything else.

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THE "BEST WISHES" PACKET

Contains 8 Specially Selected Greeting Cards with Envelopes.
40 cts. pkt.

THE "ELITE" Packet

of 9 Selected Cards and Envelopes.
60 cts. pkt.

THE "ART GEMS" PACKET

of 12 Specially Selected Xmas and New Year Cards with Envelopes. 75 cts. pkt.

THE "ART GEMS" BOX

of 12 Choice Greeting Cards and Envelopes.
\$1.25 Box.

"THE REALM BOX."

Contains 9 Specially Selected Greeting Cards & Envelopes.
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THE "GOOD LUCK" BOX

Contains 12 Well assorted choice Cards & Envelopes.
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"THE ROBIN" CASKET

of 12 Artistic Greeting Cards and Envelopes.
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"HEARTY GREETINGS"

A box containing a choice selection of 12 Greeting Cards and Envelopes.
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Containing 12 of the best Greeting Cards & Envelopes.
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CANTON GRIEVANCES.

A PUBLIC COMPLAINT.

The following is a translation of a petition signed by various public organisations and sent on behalf of the people to Dr. Sun Yat-sen's Government:

"In the matter of slightly explaining our distress and jointly asking for consideration, so as to maintain the people's confidence."

"Whereas, since the establishment of the Republic, our province of Kwangtung has suffered from war year by year. Coupled with flood and fire disasters, the people are barely able to live. Many are destitute and homeless and we fear that even strenuous efforts to save them will not now help the situation."

"The most harmful and hateful affair in the history of mankind is the reckless reports concerning public property. In the desire to gain rewards, these reports are made at random and without the least proof. Without carefully considering the matter, the authorities seize and sell the property so reported. Before any representation can be made, the order to quit has been issued. It is really heart-rending to see the occupants driven out of their homes."

"Information has recently been received that land owners in Chin Kam Street, which has an area of many tens of li, more than seventy streets at Wongshe, over one hundred streets on Honam Island, several tens of houses in Kit Cheong Street, etc., have all been falsely reported. Thousands of people frequently appeal to us for help, with tears flowing as if they were attending the funeral of their parents."

Homeless.

"Alas! Poor people. They rely on a single place to shelter them from wind and rain; deprived of it, they are thrown into the ditches. Besides, in the case of widows and orphans, how can they live if they have no homes?"

"Life and property are in daily danger, and thistles growing everywhere cannot be exterminated. What guilt have we people to suffer from a terrible disaster which is equal to deluge and force animals and worse than the explosion of a volcano? Who would cause this if he had a man's heart? We find that the cause of these troubles is lack of punishment for informers who make false reports. We also find that in the second year of the Republic title deeds were examined and exchanged by the Government which, having collected the proper taxes, should naturally recognise same as private property. The authorities in charge of the Public Property Bureau, on the examination of title deeds, frequently demand the red sealed deeds given by the Manchou Dynasty as proof, and when deeds of recent years were produced, they have wanted deeds that dated back as

far as the reign of the Emperor Kienlung or Kiating. These are some of the annoyances caused."

"Since the establishment of the Republic, the population of this city has greatly increased. Although the limit of the city has not been expanded, many old mansions have been pulled down, providing room for forming several streets built. Some have reclaimed their fields and ponds for building purposes. There was, of course, only one original title deed for each of these mansions, fields or ponds, and after they had been altered and sold in different lots, how could there be so many original deeds for all of them? However, the authorities, without taking into consideration the circumstances of the case, often avail themselves of the non-production of the original title deeds, seize and sell private property."

Dutch Folly Scheme.

"In the case of the waterfront reclamation to connect with the Dutch Folly Island, any one who knows a little about the condition of the river will oppose the project, for if the waterfront be reclaimed, the course of the river will be made narrower, and it will be doubly difficult for the water to get through. When a flood arises, the whole city will be inundated. Between Spring and Summer, when the three rivers are in flood, the houses and paddy fields in the upper part of Chukiang River in Nam Hoi, Punyu, Ching Yuen, Fayuen and Samsui districts, will suffer similarly. The Government, in a desire to reap present benefit, will reduce its future annual receipts."

"Take the case of the requisition of launches and junks. The communications with the interior have been interrupted, native products cannot be exported, while rice cannot be sent in. The inhabitants in the interior are suffering starvation and the merchants cannot dispose of their goods. As the communications between the capital and the interior have been interrupted, how can it be hoped to have foreign business? Under the circumstances, the shipping firms are not alone in suffering heavy losses, but the various revenue receipts of the Government are affected."

"The commandeering of coolies for transport service has also caused great hardship. They are treated as grass. Complaints are numerous and travellers are afraid to venture out of doors. Although numerous protests have been lodged with the authorities, no notice has been taken. According to inquiries made from the families of the commandeered, very few ever return, and the number of commandeered coolies is almost comparable with the deaths and missing in Japan's earthquake disaster."

"Further, in the case of requiring the merchants and inhabitants to subscribe to the development

of six streets into a maloo, it is almost an impossible project."

"We find that according to the conditions, the property-holders on both sides, in addition to surrendering their areas for the maloo, are required to pay for its construction and for the footpath and upper structure taxes; and the shopkeepers are further to reconstruct their own buildings. In fact, the whole area of the streets will be gone and where the maloo is constructed, private property is confiscated."

"Again, opium-smoking and gambling are found, which is indeed a disgrace to the Government. Opium-divans are numerous. How can one bear to bring evil to the public, and is there no fear of complaints from foreign Powers? Every street and thoroughfare is filled with all sorts of gambling, the evil effect of which is worse than that of snakes and lizards, as the loss of occupation by every trade springs from gambling."

"But gambling saloons are more numerous than rice shops. This state of affairs is not only providing laughter to foreign countries, but is really a dirty spot on the constitutional capital of Kwangtung."

"In addition, the levying of Sunday duties, demanding of fines, which caused a strike of a whole guild, the occupation by troops of residential quarters and extortion of subscriptions are also causes of the loss of the confidence of the people."

"Public representations have repeatedly been made regarding the above matters, all of which should be strictly remedied, in order to maintain the confidence of the people. We, knowing that your Excellencies have the protection of the people at heart and better administration in view, do not want to keep the facts from you and are therefore submitting to you the above petition, praying for the immediate issue of an order legalizing all title deeds of the Republic for private property, and promulgating punishment for false informers as a deterrent. We also pray for the cancellation of the waterfront reclamation project, and for the dredging of the river, together with the stoppage of the requisitioning of launches and junks, so as to restore communications. We further pray for an order for the prohibition of the commandeering of coolies, opium smoking, gambling, and construction of maloo, together with all the unending sundry taxes, in order to leave a portion of the strength of the people, for which the whole province will be lucky. (Signed)

General Chamber of Commerce of Canton.
The Self Government Study Society.
The Canton Merchants' Public Safety Maintenance Association.
The Merchants Volunteer Corps.
The Nine Coaritable Institutions.

A permanent roofing at a price competitive with corrugated iron.

"ITALIT"

The perfected red and grey corrugated cement-asbestos

ROOFING

The Inspecting Engineer to the Crown Agents for the Colonies

has conducted an interesting and conclusive series of tests on "ITALIT"

and a copy of his report, together with full particulars of "ITALIT" will be forwarded post free on request.

Delivered Or fixed in any quantity anywhere.

Just ask for a copy of the "ITALIT" Booklet.

STOCK CARRIED BY—

SHEWAN TOMES & CO.
HONGKONG & CANTON. SOLE AGENTS

"ITALIT" provides the maximum in durability and safety at a minimum cost.

*More than
tinned goods
—tinned goodness!*

It's easy to serve the very finest foods. Simply ask for S&W fruits, vegetables, condiments and other good things to eat.

The marked superiority of S&W goods is due to the exacting S&W standards of selection and preparation. To win the right to be packed under the S&W label each food must be the most flavorful and choicest obtainable.

DEMONSTRATION

THIS WEEK at
LANE, CRAWFORD'S:



THE UNDERWOOD TYPEWRITER

IS THE MACHINE YOU WILL
EVENTUALLY BUY

Sole Agents:---

DODWELL & CO., LTD.

Phone Central 1030.



Blensan CAPSULES



CURE IN
48 HOURS

THE NEW CAPSULE.

European doctors know the value of Blensan Capsules, and have prescribed them constantly to their patients for a great number of years.

BIENOSAN CAPSULES

(Santal Oil & Kava Kava) provide immediate relief from pain and stricture, and are a certain cure in about 48 hours. Blensan Capsules are superior to all others, and are made in a model laboratory to preserve the most hygienic principles.

To be obtained of all chemists and stores throughout China and the East and from the stockists, Fletcher & Co., Ltd. Colombo; The Messrs. Edward Dispensary, Ltd. & Watson & Co. ask for Ferber's Blensan Capsules and refuse substitutes.

SOLE MANUFACTURERS, **ROBERT FERBER LTD.**
Aptons Rd., London E.C. 2, ENGLAND.

NEW ADVERTISEMENTS.

TO BE LET.

TO LET.—Whole ground floor, and best Office rooms in 1st. floor of the house, No. 5, Duddell Street. Apply to Sung Tai, No. 1 Queen's Street.

TO LET.—One whole or 1/2 6 room 2 story European House with servants' quarters located at corner of Chatham & Midy Roads, Kowloon. Please apply Comptroller Department, H.M.H. Nemazee.

TO LET.—Modern European House, with Garden at No. 3, Peace Avenue Homantin, can be occupied immediately. For particulars, Apply Box 395 "Hongkong Telegraph."

TO LET.—High-class RESIDENCES (East View Buildings), opposite "Sai Fui Terrace," Nathan Road, Kowloon three-roomed flats, well ventilated, with bath, water closet, kitchen and servants quarters. For particulars apply to Mr. Lai Chak, No. 14, Queen's Road Central.

CENTRAL OFFICE to let. Top floor 8 Des Voeux Road Central. Vacant from the 10th. November. Apply International Trade Development 8 Des Voeux Road, Central.

FOR SALE.

FOR SALE OR TO LET.—"THE TOWERS"—21 BROADWOOD ROAD—Furnished or unfurnished, five bedrooms with bathrooms, all modern conveniences, reception rooms, smoking room etc., garden and tennis court. Apply Linstead & Davis, Alexandra Building.

NOTICE.

A piece of land situated on left side of the entrance of Yee Wo Street, at the 2nd. Maloo, West Bund, Canton, abutting at the front part thereof on the 2nd. Maloo at the back on a cross Street on the left on the Ying Pun Boarding House and on the right on the Methodist Church, measuring thereon 34 "Ching" 54 square feet and 20 inches was in the 29th Year of Kwong Sui, purchased by Loung Wing Ming, in his Tong name, via the Wing Sui-Teng from the Kam Fa Temple of the Hop Shing Tong. A deed bearing the character "Kam" No. 34 and duly stamped was issued by the Provincial Treasurer, and the Civil Court decided to the above effect. Some time in the 5th. moon of this year the said land was reported to the Bureau of Finance by some one that the same was Government property. The deed has been carefully examined by the said Bureau, which recognised the said land as people's property. An order has been issued to that effect. Afterwards a similar report was made to the Bureau of the Government Properties. The said Bureau has also carefully examined the various deeds, and decided that the same is the people's property and an order has been issued to that effect. In the 7th. moon, another man made a similar report to the Municipality. I then immediately advertised the repudiation in the Gazette in order to prevent the investor from buying the same by mistake. Now one individual advertises in the papers stating that he has paid for and taken over the said land. At present any deceitfulness in the matter is unknown to me, but I, Wing Ming, having a right to the said land and having ample proofs of my title, will not give up the matter. I have applied to the Court for protection of my property according to law. I hereby advertise in the papers in order to prevent the Chinese or foreign investors from buying the said land or lending money on Mortgage, thus being defrauded by him. This is notified. Notified by—

LEUNG WING MING, Hongkong, 1st. Nov. 1923.

NOTICE.

WE have this day authorised Mr. Fernando Eduardo d'Almada Remedios to sign our name Per Procurator.

THE UNION TRADING CO., LTD. Hongkong, 1st. November, 1923.

NOTICE.

MR. B. SIDLINE of Paris, begs to announce to the ladies of Hongkong, that he will exhibit the latest models from Paris at Rooms 204-5, Hongkong Hotel. Further particulars appear on Page 11.

THEATRE ROYAL

9.15 p.m. Commencing 9.15 p.m.

TO-DAY, Nov., 3rd.

Bandman's Eastern Circuit Limited

ANNOUNCE THE WELCOME RETURN OF THE

FORBES RUSSELL COMEDY COMPANY

with

Miss NIQUA LEWIS

To-night, Nov. 3rd.

"THE DIPPERS"

"THE LAUGHING LADY"

"SECRETS"

"Paddy, The Next Best Thing"

"WIDOWS"

"All Of A Sudden Peggy"

"Bought And Paid For"

Price: \$4 3 2 & 1.

Plans at MOUTRIES

Colonial Hair-Dressing

SAALON

13, Ice House Street.

High Class Barbers-Sanitary

& up-to-date Saloon

Filipino and Japanese

barbers.

Popular Prices.

Inspection invited.

SHERIFF BROS.

69, Queen's Road Central.

NOTICE.

YOU CAN PROVIDE

1. For your wife a guaranteed

income for the whole of her

life, payable monthly.

2. For your children a guaranteed

income for at least

twenty years.

Both guarantees in one policy.

If interested, as for particulars,

SEN LIFE ASSURANCE CO. OF CANADA,

F. M. WELLER, Manager.

15, Queen's Road C. Hongkong.

THE HONGKONG & CANTON

ICE MANUFACTURING

CO., LTD.

NOTICE TO SHAREHOLDERS

THE Second Ordinary Annual

Meeting of Shareholders in

the above Company will be held

at Company's Town Office, 12

Lower Albert Road, Hongkong,

on MONDAY, 5th. day of

NOVEMBER, 1923, at noon, for

the purpose of presenting the

Report of the Directors and

Statement of Accounts to 31st

July, 1923.

The Transfer Books of the

Company will be closed from

29th October to 5th NOVEMBER

1923, both days inclusive.

By Order of the Board of

Directors,

M. MANUK Secretary.

Hongkong, 19th. Oct., 1923.

This Prospectus has been duly filed with the Registrar of Companies.

The Subscription List will be Open on WEDNESDAY, the 14th day of NOVEMBER, 1923, and Close on or before FRIDAY, the 23rd day of NOVEMBER, 1923.

HONGKONG DEVELOPMENT BUILDING AND SAVINGS SOCIETY, LIMITED.

Incorporated under the Companies' Ordinances, 1911-1921.

CAPITAL \$10,000,000.

DIVIDED INTO 1,000,000 SHARES OF \$10 EACH.

Of the above Shares 169,000 have already been subscribed for cash by the Directors and their friends. On these \$1.00 per share will be paid on application and the balance when called up on the same basis as the remaining capital. The remaining \$9,831,000 shares ranking equally with those already subscribed are now offered for Public Subscription payable as to \$1.00 per share on application. The balance due on each share, viz. \$9.00, will be called up as and when required by instalments of \$1.00 per share at intervals of not less than three months between each call. Any of the shares now offered to the public which may not be subscribed for will be allotted in such manner as the Directors shall determine.

Directors:

Dr. J. C. Dalmeida Allan, Alexandra Building, Medical Practitioner.
C. E. H. Beavis, Esq., 9 Queen's Road Central, Victoria, Solicitor.
H. A. Cartwright, Esq., 18, Chater Road, Victoria, Managing Director, Hongkong Daily Press, Ltd.
Chan Sau Fung, Esq., 11, Mui Fong Street, Victoria, Merchant.
Chan Siu Ki, Esq., 8, Queen's Road West, Victoria, Merchant.
Frederick Ellis, Esq., 10, Ice-Houses Street, Victoria, Stock Broker.
Hon. Mr. R. H. Kotelwall, Alexandra Building, Victoria, Merchant.
Leung Yan Po, Esq., St. George's Building, Victoria, Comptroller of Messrs. Gibb, Livingston & Co.
Li Wing Kwong, Esq., 153, Queen's Road Central, Victoria, Merchant.
Li Yau Tsun, Esq., 75, Queen's Road Central, Victoria, Merchant.
The Reverend Father L. Robert, Procure General des Missions Etrangères, Procureur General.
Wong Pak Son, Esq., 250, Queen's Road Central, Victoria, Merchant.

Bankers:

The Hongkong and Shanghai Banking Corporation.

Auditors:

Messrs. Percy Smith, Seth and Fleming, Accountants, No. 5, Queen's Road Central, Victoria, Hongkong.

Solicitors:

Messrs. Wilkinson and Grist, No. 9, Queen's Road Central, Victoria, Hongkong.

Registered Office of the Company:

No. 10, Ice House Street, Victoria, Hongkong.

PROSPECTUS.

(a) This Company has been formed principally for the purpose of building houses in the Colony of Hongkong with a view to meeting the great demand for housing accommodation which exists in the Colony at the present time.

(b) In particular it is proposed to take advantage of the offer recently made by the Government for the grant of land for building purposes on the basis of the scheme explained by The Colonial Secretary at a Meeting of the Legislative Council in June, 1923.

The Promoters are in a position to state that they have completed negotiations for the acquisition from the Government of the plateau below "Jardine's Lookout," which is capable of accommodating 150 to 200 semi-detached houses. The Promoters are also in treaty with the Government for numerous other sites in good localities.

The Promoters have already received about 2000 applications from persons desiring to obtain the assistance of this Company in building homes for the applicants.

The Promoters will also entertain, and, if thought advisable, take up any other scheme or schemes which may be proposed by the Government for the acquisition of land for building and development.

(c) The Company is also empowered by its Memorandum of Association to undertake business of all kinds connected with the development of building areas.

(d) The minimum subscription on which the Directors may proceed to allotment is 100,000 shares.

(e) No commission or promotion money is being paid by the Company.

(f) The Company will pay the preliminary expenses of and incident to the formation and floating of the Company down to the time when it becomes entitled to commence business, and the estimated amount thereof is \$8,000.

(g) Frederick Ellis will be the First Managing Director under a contract with the Company at a remuneration of 5 per cent. of the net profits of the Company.

(h) The Articles of Association provide that the qualification of a Director is to be the holding of 500 shares in the Company and that the remuneration of each of the Directors is to be \$1,000 per annum.

(i) None of the Directors or Promoters are interested in the promotion of the Company except to the extent of the shares taken by them in the Company.

(j) Copies of the Memorandum and Articles of Association of the Company can be inspected at the office of Messrs. Wilkinson and Grist, Solicitors for the Company, at any time during business hours.

(k) A copy of the Company's Memorandum of Association is annexed to this Prospectus and forms part of it.

(l) Application for shares should be made upon the form accompanying the Prospectus and sent to the Company's Bankers together with a remittance of \$1.00 per share, the amount of the deposit.

Where no allotment is made the deposit will be returned in full and where the number of shares allotted is less than the number applied for a proportionate amount of the deposit will be returned.

(m) Prospectuses can be inspected at and Forms of Application obtained from the Company's Bankers, the Hongkong and Shanghai Banking Corporation and at and from the offices of the Company at No. 10, Ice House Street, Victoria, Hongkong.

Dated the 20th day of October, 1923.

MING YUEN STUDIO

16, Beaconsfield Arcade (Battery Path)

ART PHOTOGRAPHERS

(Official Photographers to the Hongkong Telegraph)

Call or Phone, Central 4310.

DO NOT MISS—ROCHA'S

POPULAR AUCTION SALES

Every Tuesday Thursday

& Saturday

At 2.30 p.m.

Specialist in the Valuation of Household and Office Furniture

DA ROCHA'S MART

2 A, D'Aguiar St. Phone 2831

FORTHCOMING AUCTION SALES.

Lammert Bros.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

Monday the 5th. Nov. 1923

commencing at NOON.

at their Sales Room, Duddell Street.

The Steam Launch "Vancover"

as she now lies in the Harbour of Hongkong

Build by the Hongkong and Whampoa Dock Co., Ltd.

Length between perpendiculars—62 feet

Breadth extreme—10, 6 inches.

Depth, Moulded—6 "

Speed—about 9 knots per hour

Boilers and Engines in good condition.

Hull in good condition (teak wood).

For further particulars apply to the Undersigned

Terms:—As Customary

LAMMERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Monday the 5th. Nov. 1923

commencing at 2.30 p.m.

at their Sales Room, Duddell Street.

A Quantity of Valuable Household Furniture

Comprising—

Brass bedstead, Teak double and single bedsteads, Dressing table, Marble top Washstand, Extension dining table, Dinner wagon, Hatstands, Chesterfield couches etc., etc.

also

A Few pieces of Canton Blackwood ware

One Harley Davidson Motor Cycle and Side Car.

and

Two Enamelled Bath

Two Perambulators

One Cottage Piano

One Cottage Piano by "Schmer & Co."

Catalogues will be issued

On View from Saturday the 3rd. November 1923.

Terms:—Cash on Delivery

LAMMERT BROS., Auctioneers.

THE HONGKONG HOTEL COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN

that an INTERIM DIVIDEND has been declared in respect of the financial year ending on the 31st. December 1923 and will be payable on the 19th November 1923 as to SEVENTYFIVE (75) CENTS per Share on the "OLD" shares and as to SIXTY (60) CENTS per share on the "NEW" shares (1922. Issue).

The Transfer Books of the Company will be closed from the 12th to the 17th November 1923 both days inclusive.

For THE HONGKONG HOTEL COMPANY, LTD.

WALTER J. HAWKER, Secretary.

Hongkong, 31st. October 1923.

Note:—

The above-mentioned Interim Dividend of 75 cents per share on the "Old" shares will be paid also to those persons who shall, in accordance with the Scheme for Amalgamation with The Shanghai Hotels, Limited, become Shareholders in this Company.

Note:—

It is intended, by reason of the difference now made between the "Old" and the "New" shares in the amount of Interim Dividend, to place the "Old" and the "New" shares on the same footing as to future Dividends.

Just Received a new supply of

"S" & "P" TRAP CLOSETS.

All kinds of Builders Requisites in stock for immediate Delivery.

Estimates free for all kinds of

Sanitary work—Monumental work in Italian Marble & Hongkong Granite.

A new Stock of Artificial Wreaths Just Arrived—from 8" to 18" diameter.

GENERAL REPAIRS PROMPTLY ATTENDED TO.

C. E. WARREN & CO., LTD.

Sanitary Engineers Monumentalists, etc.

Offices & Godowns, 98A, Wanchai Road, Hongkong.

Tel. No. 269

Just Received a new supply of

"S" & "P" TRAP CLOSETS.

All kinds of Builders Requisites in stock for immediate Delivery.

Estimates free for all kinds of

Sanitary work—Monumental work in Italian Marble & Hongkong Granite.

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Offices & Godowns, 98A, Wanchai Road, Hongkong.

Tel. No. 269

HUGHES & HOUGH

AUCTIONEERS

AND GENERAL BROKERS.

PUBLIC AUCTIONS.

G. R.

The Undersigned have received instructions to sell by Public Auction, on

WEDNESDAY,

the 7th. November, 1923, at 9.30 a.m., at Royal Army Ordnance

Corps Depot, Queen's Road East, Royal Engineers' Yard, Wellington

Barracks, Royal Army Service Corps, Camber and Barrack

Stores.

The Following Government Stores,

Gunmetal, Lead, Brass, Steel,

Wood, Lamps, Oil Stoves, Photographic Material, Intrenching

Tools, Digging, Medical Appliances, Blankets, &c., &c., &c.

Catalogues can be had at the Chief Foreman's Office or from the Auctioneers.


Terms of Sales:—Cash on delivery. All faults and errors of descriptions at Purchaser's risk, on the fall of the hammer.

All lots to be cleared within 4 days.

PRESCRIPTIONS —

when the doctor prescribes he expects the druggist to fill the prescription with pure drugs. The quality of our Drugs, Medicines and Toilet Goods is not surpassed. Have the doctor's prescription filled here and the result will be satisfactory.

The Pharmacy.
The Red Bldg Opposite Lee House St.



PEKING LAMP SHADES

We have large stocks of the choicest Peking lamp shades. OUR STORE is also the best place to obtain shawls, scarves, capes, crepe underwear, dresses, laces, Mandarin costumes, Szechwan work, etc., etc.

FOOK WENG & CO. (Astor House Building)
Cable Address "CURIOS"

JUST RECEIVED A CONSIGNMENT
OF
Squibb's Dental Cream
(Milk of Magnesia Base)

For the care and preservation of the teeth and gums to be obtained at—

THE COLONIAL DISPENSARY
Tel. 1877. 14, Queen's Road, Central. Tel. 1877.

HONGKONG HARDWARE CO.
"TAI LEE CHAN."
— ESTD. 1884 —
METAL GOODS and HARDWARE.
Tel. No. C1993. 119 Jervois Street.

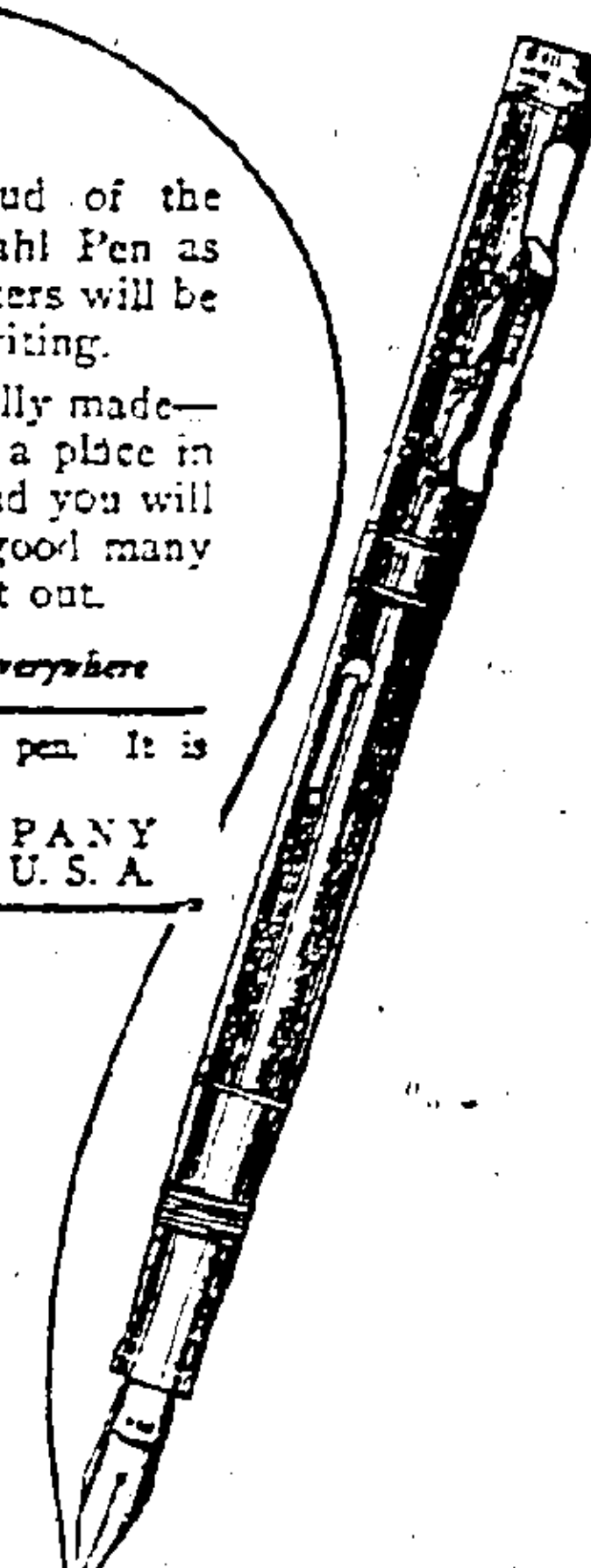
YOU'LL be as proud of the beauty of your Wahl Pen as the recipient of your letters will be pleased with its good writing.

Beautifully and carefully made—Wahl Pen is worthy of a place in your every day life. And you will use it every day for a good many years without wearing it out.

For Sale at Leading Shops Everywhere

Look for the name on the pen. It is your guarantee.

THE WAHL COMPANY
New York U.S.A.



WAHL PEN
Companion to
EVERSHARP

SHIPBUILDERS.
SHIP REPAIRERS.
BOILER MAKERS.
FORGE MASTERS.
OXY-ACETYLENE AND
ELECTRIC WELDERS.
MECHANICAL AND
ELECTRICAL
ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

—DRY DOCK—
LENGTH 787 FEET.
LENGTH ON BLOCKS 750 FEET
DEPTH ON CENTRE OF
SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—
CAPABLE OF HANDLING SHIPS UP
TO 3000 TONS DISPLACEMENT.
ELECTRIC CRANE AT SEA WALL CAPABLE OF
LIFTING 100 TONS AT 70 FEET RADIUS.

TEL. ADDRESS: "TAIKOO DOCK" HONGKONG.
TELEPHONE NO. 222.
CALL FLAG: "C" OVER "ANS. PENKANT."

BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.)
AGENTS.

I like them —
They Satisfy
— and the blend
can't be copied



Chesterfield
CIGARETTES

LIGGETT & MYERS Tobacco Co., U.S.A., Manufacturers

**TORPEDO-CARRYING
AEROPLANE.**

Speed of 100 Miles an Hour.

Experimental tests are shortly to be carried out with the most powerful torpedo-carrying aeroplane that has yet been built. Known as the "Cubaroo," it is to be fitted with a 1,000 h.p. Napier Cub engine, for which purpose it has been specially designed.

The machine itself is now nearing completion. It has been built by a Leeds firm and is a five-seater machine intended for coastal defence and reconnaissance work. It is actually a land machine, capable of carrying a single 21in. torpedo, weighing about 30cwt., or two bombs weighing 18cwt. each. The fuselage of the "Cubaroo" is constructed of metal and the pilot's and gunners' cockpits are well protected from attack from enemy craft. Five machine-guns will be fitted, one of these being placed well towards the tail of the plane, so that there will be no "blind" spot. The torpedo will be slung beneath the undercarriage, and released by the pilot pulling a lever which will open the band in which the torpedo is secured.

From wing tip to wing tip the craft measures more than forty yards. It has a cruising speed of about 100 miles an hour and a range of more than 1,500 miles. It is likely to be one of the most important aeroplanes adopted in

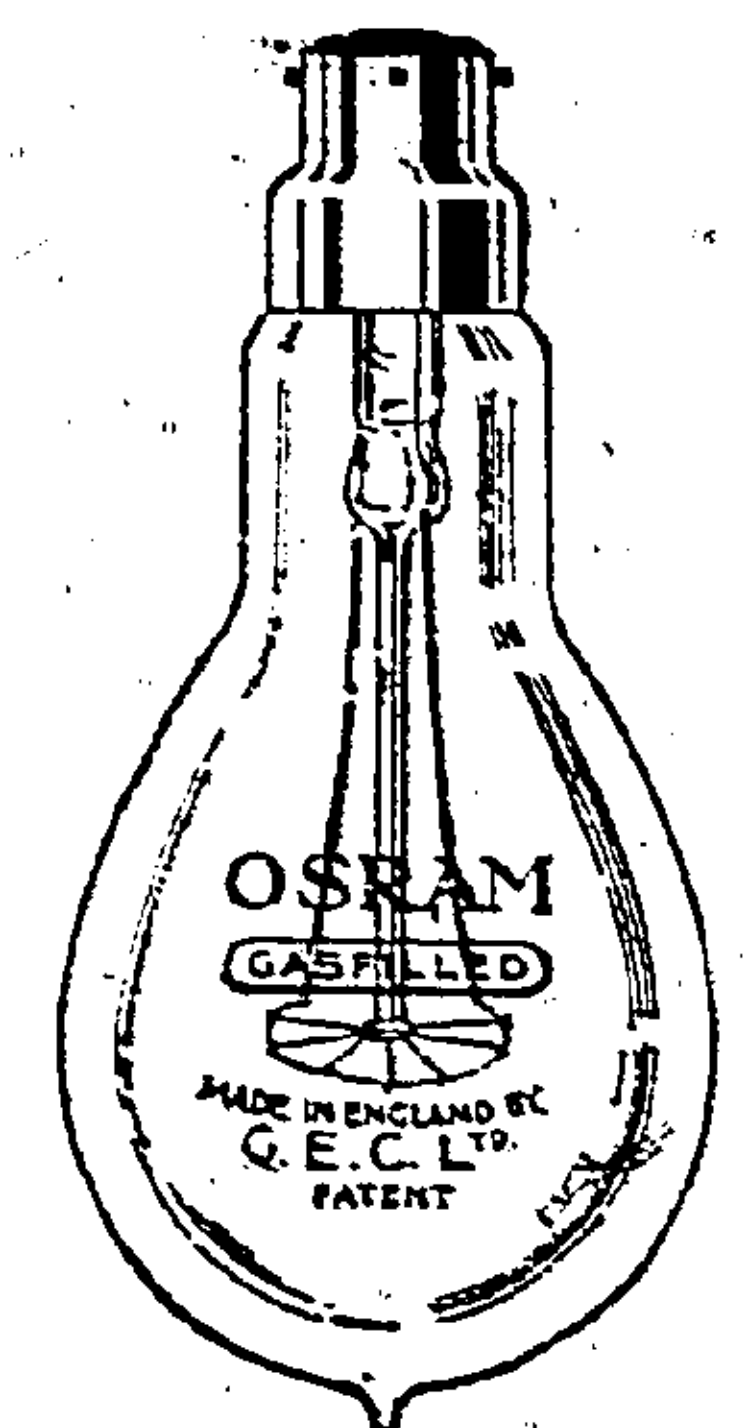
connection with the increase in the Royal Air Force for home defence purposes, although no large numbers will be ordered until the tests are completed.

YOUNG EMPIRE EMIGRANTS.

There sailed from Southampton for Canada last month, by the s.s. Minnedosa, 140 Barnardo boys and girls, being the last party for the present year. This brings the total for 1923 to 612, and the total migrated in the past 40 years or so to 38,378, every one of whom has gone to lands within the Empire.

You don't need to be rich to own a VICTROLA. Ask Moutrie's about their payment system.

Osram
G.E.C.



BRITISH MAKE

PRICES REDUCED

FROM NOVEMBER 1st. AS FOLLOWS:—

| | | |
|----|------|------|
| 30 | WATT | .70 |
| 40 | WATT | .75 |
| 60 | WATT | .85 |
| 75 | WATT | 1.00 |

THE CHEAPEST & BEST GAS FILLED LAMP
OBTAINABLE

THE G.E.C. OF CHINA LTD.

QUEEN'S BUILDINGS, HONGKONG.



ASHAI BEER

BREWED BY

DAI NIPPON BREWERY

Co., Ltd.

TOKYO JAPAN

Specially Brewed for Export

Sole Agents—

Mitsui Bussan Kaisha, Ltd.

HONGKONG.

Tel. 654 **HOP CHEONG** 55, Queen's Road, Central.
COMPLETE HOUSE FURNISHERS

DEALERS IN
SWATOW DRAWN AND LACE WORK

EMBROIDERIES, OLD MANDARIN COATS,
SILK, ETC., ETC.

LARGE CONSIGNMENT JUST UNPACKED.
INSPECTION CORDIALLY INVITED


E. HING & CO.

SHIPBUILDING MATERIALS, SHIPCHANDLERS &
HARDWARE MERCHANTS.

PHONE CENTRAL No. 1110. 25, WING WOO ST.
Central.

IF YOU
ENJOY
REALLY
GOOD COFFEE
BUY THAT WHICH IS
SPECIALLY SELECTED
AND FRESHLY ROASTED AND GROUND
DAILY.

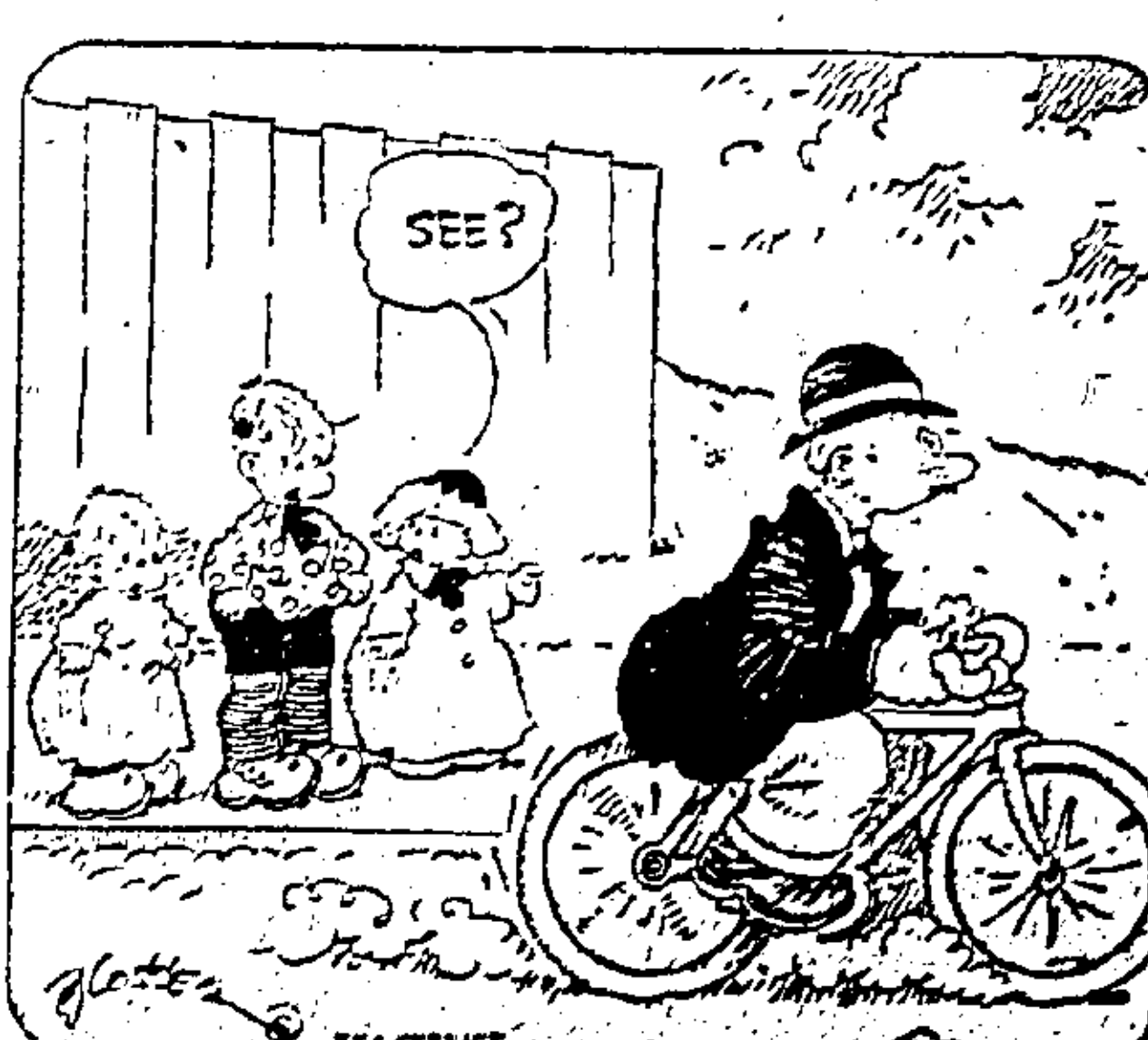
THE GRAECO-EGYPTIAN CO.
12, Queen's Road, Central.



FRECKLES AND HIS FRIENDS

A Strange Sight

BY BLOSSER



WATSON'S RESORCIN
HAIR WASH

The most efficacious
hair restorer on the
Market.

Give it a three months
trial and you will be
astonished at the
improvement in your
Hair.

Prepared by
A.S. Watson & Co. Ltd.
Manufacturing & Retail Chemists

VICTOR
RECORDS

by

JASCHA
HEIFETZ

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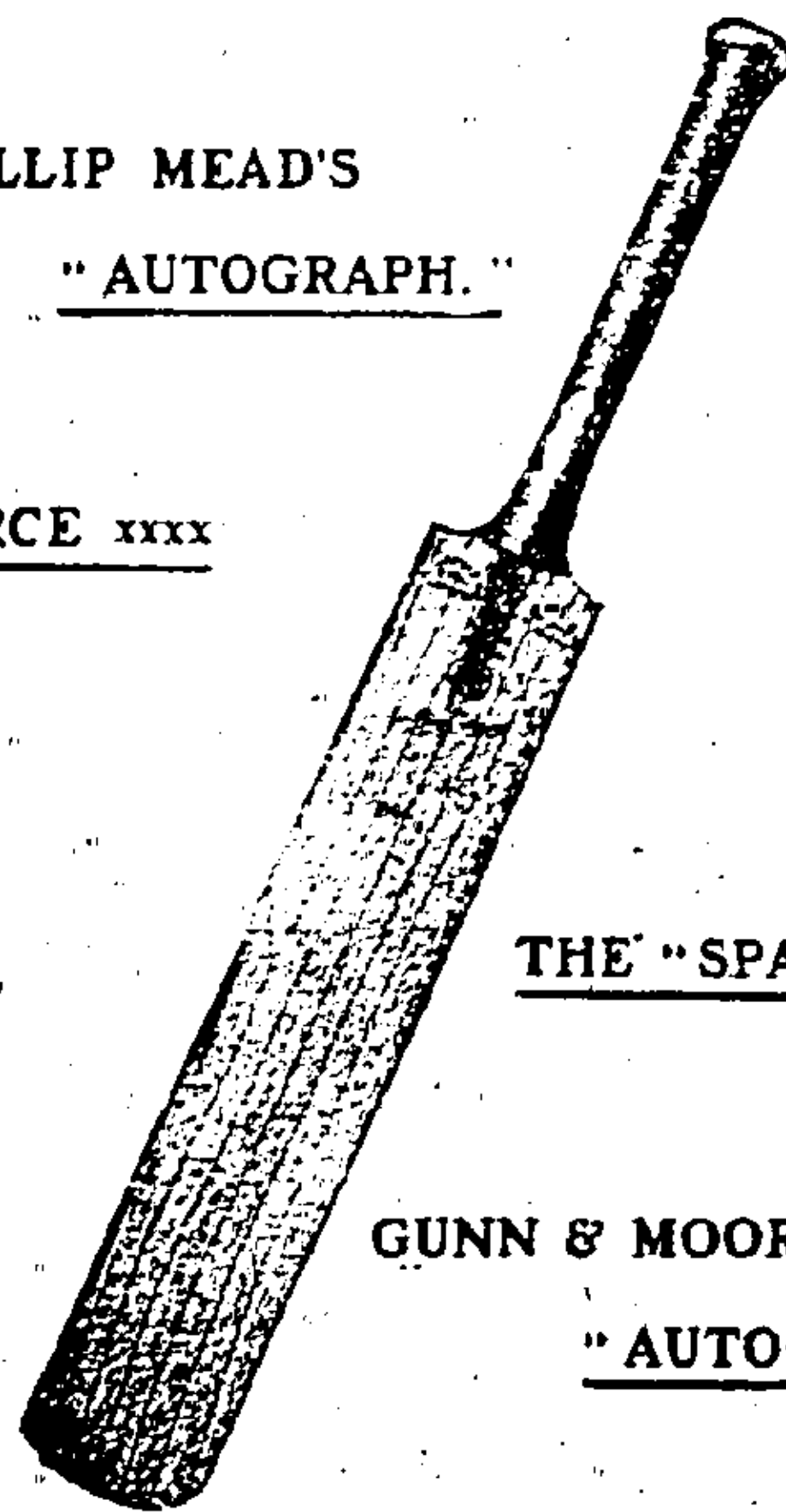
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DEATH.

BAPTISTA. Died at her residence 6a, Caine Road, this morning at 8 a.m. Clothilde Maria, beloved wife of Marciano Antonio Baptista. Funeral tomorrow at 4 p.m. Macau and Shanghai papers, please copy.

The Telegraph.

HONGKONG, 3rd Nov., 1923.

RADIO IN THE
SCHOOLS.

With the widespread growth of interest in wireless, we have no doubt that before long efforts will be made to include radio instruction, at any rate to a limited extent, in the school curriculum. We read in Home papers that wireless is becoming so popular amongst schoolboys that at a recent L.C.C. session the lectures for teachers included a course on the elementary principles of radio, this being given by Professor J. A. Fleming. Reports also come from schools all over the country that scholars are evincing a growing interest both in the study and practice of wireless.

So far, radio has not been developed in Hongkong to the extent or degree that it has at Home, but that interest in this modern branch of science is becoming daily greater is obvious to all. The recent experiments made have shown that there is a big future for wireless telephony here, and we have not the slightest doubt that in a very few years the broadcasting and receiving of properly arranged programmes, together with news items and general information, will open up a fresh and expansive field for business enterprise. The Chinese will, of course, have to be catered for just as much as Europeans, and we can conceive of a time when, with the ban on the importation of wireless apparatus removed, neighbouring cities in China will be brought into very close contact with Hongkong in this connection. Apart from the entertaining side of radio, wireless is also destined to play a big part in commerce in this corner of the world, whilst its use locally in times of typhoon, when telephone wires are down, will no doubt be considerable.

Reverting to students' interest in radio, we shall be surprised if in the near future the Hongkong University does not instal its own receiving set, both for the purpose of entertaining the students and instructing them in wireless principles. Indeed, there

is no reason why arrangements should not be made, possibly through the medium of the Radio Society, to interest most local schools in the movement. We hear of one school whose headmaster is keen on getting his students interested in the subject, believing that instruction therein would be of distinct value in connection with the school's science classes. There is certainly a field here to be exploited. Could not the Radio Society get into touch with some of the education people here, possibly form a junior branch and then arrange for elementary demonstrations at regular intervals for scholars? The idea is worth thinking over, at any rate.

The Liquor Settlement.

One can rejoice at the prospects of a final settlement of the vexed question of extending the area in which American revenue cutters can search British vessels for liquor. In return for acknowledging the twelve-mile limit, Britain is to be permitted to have liquor on her vessels within American territorial waters provided the stuff is under seal. This understanding between the two Governments will do away with the friction and ill-feeling engendered by the American amendments to the law on the one hand and the evasion of it by certain craft flying the British flag on the other. As one New York journal puts it, the treaty will end two scandals. So far as rum-running is concerned, there is no doubt that a great deal of illicit liquor has found its way into America from British vessels, some of which were specially chartered for the traffic. The game has been a very paying one, certain individuals in Britain having been able to retire on small fortunes after three or four successful trips. Presumably the difficulty of a shore-boat going out twelve miles for its illegal cargo, and getting back unobserved, is going to scotch the rum-running game, the three-mile limit having failed. What an impartial observer immediately realises is that there must be a powerful and efficient smuggling system going on in the United States of America! themselves, else none of the contraband booze—or very little of it—would have got through. Only the other day we read a report by the American Attorney General which disclosed the widespread contravention of the Volstead laws. It is impossible to suppress this smuggling of liquor in its entirety—the harsher the measures introduced, the more expensive and more poisonous the supply; but the supply will always be there for crink-crazed consumers. We merely wonder how long the bulk of voters in the United States will remain blind to facts, and just when it will dawn on them that prohibition has been a failure in every way. Its advocates are suppressing the truth, otherwise the whole world would be in possession of startling figures showing the almost innumerable evasions throughout the country, the great expense of administration of the law, and the vast amount of crime and corruption directly due to the imposition of liquor prohibition and the underground fight being waged against its provisions.

India's Imperial Status.

The discussion of India's status in the Empire at the Imperial Conference raised issues of great gravity, and it is regrettable to note from the speeches made by most parties to the debate that there is considerable feeling on the matter, and no immediate prospect of a pacific settlement. The Indian delegates made eloquent speeches on behalf of their countrymen, and seem to have impressed several of the Empire statesmen, but Gen. Smuts sturdily defended the present and future South African policy. It is obviously a matter of preserving the economic ascendancy of a small white population. In South Africa where there are 160,000 Indians feeling is greatest because those of European extraction are in a minority to the coloured races of the country. In Australia, and particularly New Zealand, also, to a certain extent, Canada, the problem is less acute owing to the small number of Indian settlers; and in England, where the permanently resident Indians are a mere handful, tolerance is so great that they are elected to our Parliament.

DAY BY DAY.

EVERY MAN HAS SOMETHING TO DO WHICH HE NEGLECTS. EVERY MAN HAS HIS FAULTS TO CONQUER WHICH HE DELAYS TO CONFRONT.—Johnson.

The Forbes Russell Comedy Co. open their return season to-night, when "The Diggers" will be presented.

Col. W. A. Blake, C.M.G., D.S.O., has assumed command of the troops in China as from November 1st.

It is notified that the Full Court of three Judges, will hold its next sitting on Monday, 26th November, at 10.30 a.m.

Next March there will be some fifteen Church of England Bishops in Hongkong for the General Synod of the Church in China.

The silk which left here by the P. & O. s.s. Mantua on the 5th October was delivered in Marseilles on the 2nd November, a transit of 27 days.

His Majesty the King has approved of the appointments of the Hon. Mr. H. W. Bird and the Hon. Mr. A. R. Lowe as Unofficial members of the Legislative Council.

His Excellency the Governor has appointed the Hon. Mr. J. H. Kemp, K. C., C.B.E., to be a Director of the Widows and Orphans' Pensions vice late Mr. S. B. C. Ross, O.B.E.

Mr. Frederick Mason, the new organist of St. John's Cathedral, who is due here at the end of this month, is an Associate of the Royal College of Organists, and a Licentiate of Trinity College of Music, London.

It is notified that, at the expiration of three months, the Pacific Banking and Exchange Company, Limited will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

His Excellency the Governor has, in accordance with instructions received from the Secretary of State for the Colonies, been pleased to recognise Mr. Jake Ralph Summers as a Vice-Consul for the United States of America in Hongkong.

An armed robbery carried out with a knife occurred just after nine o'clock this morning, it being reported that a man was held up in the staircase of No. 89 Des Voeux Road West and robbed \$277 in Hongkong and Kwangtung currency.

The Hongkong Amateur Photographic Society is to hold its annual meeting on the 15th instant, whilst on 17th, the annual dinner will be held in one of the West Point restaurants, when the distribution of prizes won at the recent exhibition will take place.

Amongst the passengers who left by the P. and O. liner Calcutta yesterday were Sir John Biles, the well-known naval architect; Sir T. and Lady Chamberlain, Sir John Oakley, Mrs. A. G. M. Fletcher and children, Mrs. H. B. Ruckland, Mr. F. R. Adams, Mr. Owen Hughes and Mr. E. Abraham.

In the action brought by the Singapore United Plantations, Ltd., in the Singapore Supreme Court, for \$457,488 as the value of their land acquired in connection with the Naval Base scheme, the Court has awarded \$214,500. This is less than the amount originally offered by the Government (\$225,000).

It will be realised, then, that discrimination on the score of colour is slight, or non-existent. The main objection to Asiatics in white countries has been the difference in their social customs and economic life. A smaller, but ever present problem, is the one of miscegenation. While these questions exist, we fear there is bound to be some ill feeling. That is why the conclusion of the Imperial Conference debate is so unsatisfactory. Rightly or wrongly, Indians desire equal status and full franchise in South Africa, and a revision of the Kenya decision; and they have been refused both. Knowing what the feeling in India is like, we cannot view the future connection of India with the Empire as likely to be a peaceful one for some little time at any rate.

Bulls and Inners

From the Office Butts.

We wish to deny the report that Wednesday's deluge was as big a wash out as the recent Budget debate.

Our friends in Flower Street give it out that the cause of flooding in the city was the bursting of nullahs. We thought it was the rain.

The next burst we go on, we'll leave water severely alone.

Scientists have found eggs six inches long in Mongolia. This should make the Kowloon hens mad.

He (very conscious of the vaccination mark on his arm)—Where were you vaccinated? She—In Kowloon.

Many local music-lovers went into high fits when Heifetz disappointed them. One even had a Strok (e).

Mr. Eugene Chen, the head of the Canton Aviation Bureau, will soon be ready to fly.

Mongolia, with six-inch eggs ten million years old, must have been a nasty place for actors.

When dinosaur eggs were common, we suppose ham and eggs were a ham and an egg.

It seems appropriate for the King's on the eve of their departure to do a lot of boxing.

The scheme of decoration in connection with the Peak Tram barrier includes ten golden balls. A couple more and there'd be enough to start four pawnshops.

When the authorities decided to turn Happy Valley to its present uses they lost a first-class site for a reservoir.

The annual meeting of the Boy Scouts Association was held very much behind the scenes.

Many a Hongkong boy is kept in after school because his father worked his arithmetic wrong.

Hairdressers now say bobbed hair must go. Their cry evidently is: "The hair, long may it live!"

We hear of a Hongkong girl who says her fiancée is so stingy that he reckons out how much it costs him per hug.

A local contemporary announces that the "distinguished pianist Mary Hambourg" is to visit the East shortly. We seem to have heard of her brother Mark.

Tinned soup is a useful thing to keep in the pantry. You can either feed your guests on it or throw it at burglars.

It's an ill wind . . . etc. Some Kowloon folk have so well "taken" that their arms are too sore to wind up the gramophones.

Pity we can't have an anti-swank serum. Trouble is, however, so many Hongkong people are incurable.

The old topic of whether it is possible to travel to the moon seems to have become revived in some of the Home papers. For some years, however, a shipping company has advertised locally that its vessels call at "Mars," on the way to London.

We thought there was something wrong with Waichow. Eugene Chen didn't even send us a telegram.

Amid all the gloomy news of the day there is one bright ray. A contemporary announces that there is a world shortage of saxophones.

"Hearts Are Trumps," says a cinema advt. Lots of Hongkong people can claim chicane points.

Bundee folk may be able to make bridges, but they can't play bowls.

Ponies must be named before being measured in Hongkong. In the House of Commons we have known donkeys to be named after the Speaker has taken their measure.

A new gas helmet has been invented. Why not try it out in the Board of Education?

We see that somebody thinks a substitute for war should be devised. What about a few more Kowloon motor-bus races?

Many of the Hongkong University students are now working hard for their B.A.—Batting Average.

"Hoguen is expected to fall today any moment," says the Canton Daily News. But not nearly so far as Waichow did, we hope.

Needless to say, those dinosaur eggs were found by egg-sperts.

We shouldn't like to hear a dinosaur crowing after laying one of those six-inch eggs.

A Telegraph leading article says:—"We know of several residents who are now on the look-out for snakes." We also know some others who are trying to avoid them.

One of these says he saw a green viper at Black's Links. It's also rumoured that a Clubman saw a pink lizard in Statue Square.

Dr. San wants more money. How about asking his son, the Mayor of Canton, for a small loan of a few millions?

Isn't it about time our Observatory officials had a vacation, leaving behind them a three months' supply of cold weather predictions?

The Brighter Sabbath movement is well under way. The Hongkong Government is seeking power to make arrests legal on Sundays.

We hope those Mongolian discoveries won't start a Dinosaur Dance.

Theatrical companies coming to Hongkong are hoping the weather will soon be cool enough for audiences to applaud to keep their hands warm.

"Sporting Dogs: Some Shanghai Problems," says a newspaper heading. Some of our young Hongkong pups are also causing us anxiety.

Here's another newspaper heading: "Chinese Woman: Rapidity of Her Development." We haven't noticed many of 'em putting on weight lately.

The Mongolian discovery will probably be more important than we thought, because we now very nearly know what paleontology means.

President Tsao is having coins struck with his portrait. Chang Tso Lin has followed suit. It is rumoured that all future coins turned out by the Canton Mint will have a sunburst on them.

They seem to have some candid folk in North Borneo. An official who was going on leave recently was presented by the natives with an address in English, over which much labour had evidently been expended. It expressed their regret at the knowledge the le "would never be allowed to return," and declared "now and then we have heard you well spoken of."

A local school was inundated last Wednesday. Not another case of Hongkong education being a wash out?

If this sort of thing continues, our next generation will show signs of web-feet.

To-day's Motor Motto: Yes, we have no Gymkhanas.

Which only goes to prove that football boots can go where full-blown tyres fear to tread.

"Hongkong is the centre of the ginger trade," says a contemporary. What with typhoons and floods, it's certainly been hot stuff lately.

"Nation's Face Lost" is the title of a leading article in a Chinese newspaper. No doubt this accounts to some extent for the recent change in the political complexion of the country.

"The Typhoons" are to give their first concert at the R.F. Theatre shortly. Let's hope it will be a howling success, and not a case of having the wind up.

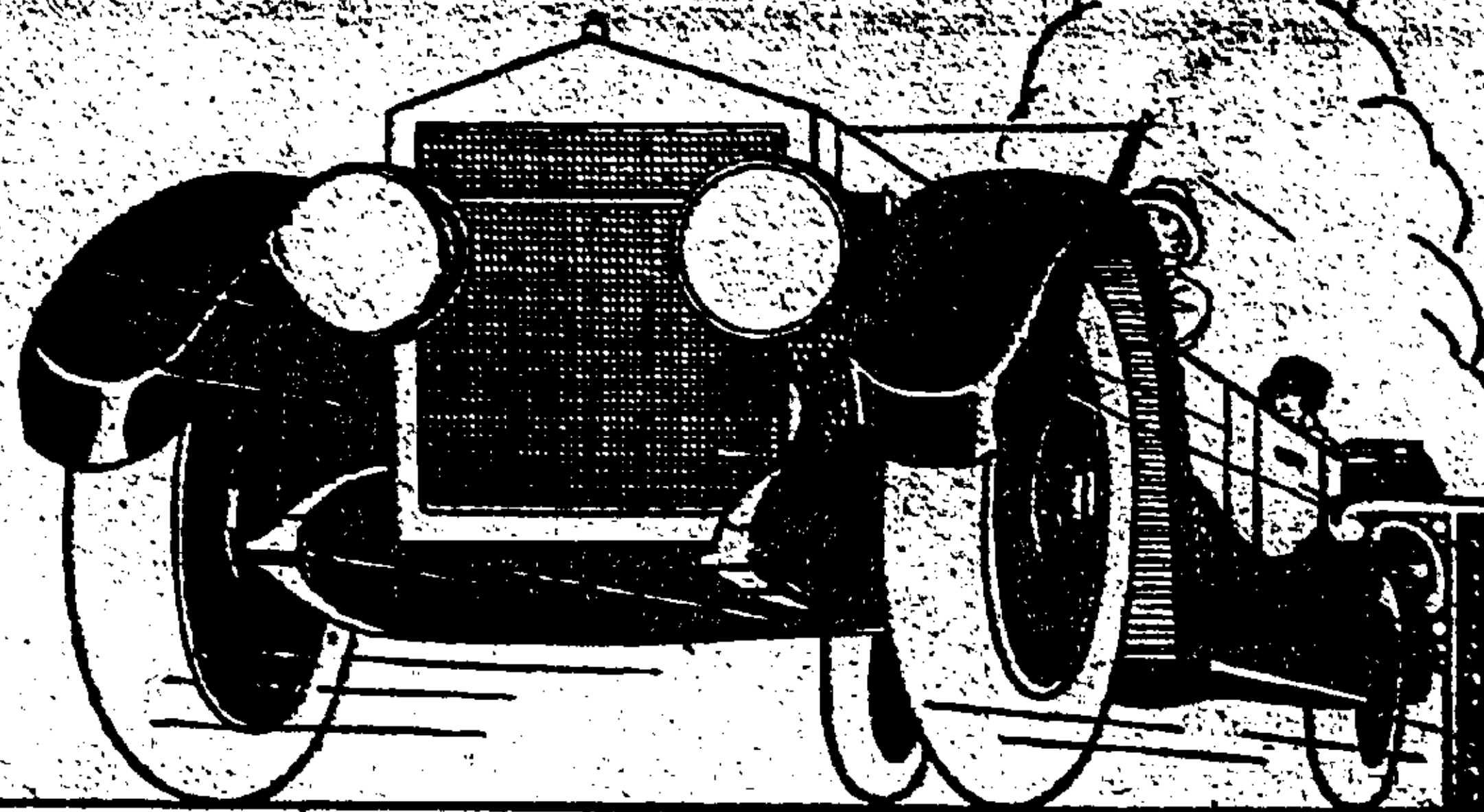
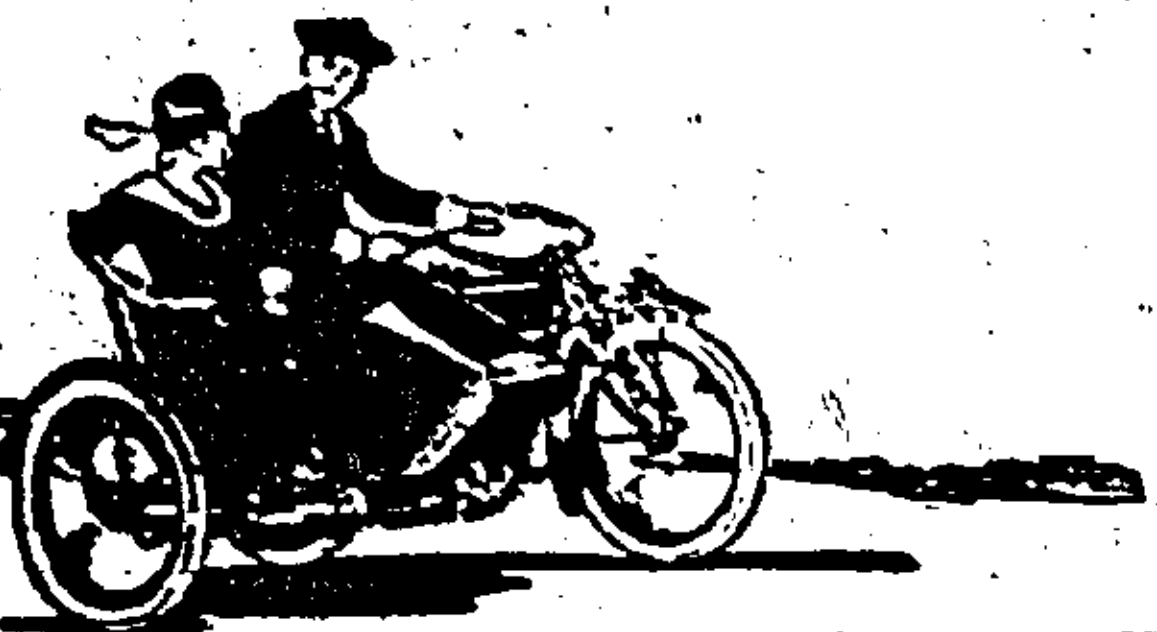
MOTORING SUPPLEMENT

OF

THE HONGKONG TELEGRAPH.

Saturday, the 3rd November, 1925.

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

Hongkong was to have held its first Motor Gymkhana to-day, but, unhappily, the floods of the past week have resulted in the football ground not being available for the function, which has therefore had to be postponed. Local motorists have been greatly disappointed over this fact, as there was an excellent entry and there were prospects of a really jolly afternoon. However, the Football Club could not see its way to grant the use of the ground for the purpose, and the Committee had no option but to order a postponement. It is hoped shortly to arrange a new date and venue, details of which will be announced later.

One of the finest publications of its kind we have encountered is the Handbook and Motor Guide which has just been issued by the Western India Automobile Association, a copy of which has been kindly sent us by the Hon. Secretary and Treasurer, Mr. E. W. Thompson, of Bombay. Containing nearly three hundred pages, it is bound in stiff covers, and amongst its contents may be mentioned a list of the Association's members, Indian traffic regulations, general hints to motorists, repair and breakdown hints, tips regarding car wiring, motor tips, and a series of excellent maps. The Association is evidently a very live body, and we look to the day when the Hongkong Association will have a similar handbook. The issuing of such a useful publication is, we learn, soon to be taken in hand.

The following from the Introduction to the book is quoted because it also provides good and adequate reasons why all motorists should become identified with the local Association:—"Individual efforts are not likely to succeed in securing reforms, but if all motorists will join forces they will constitute a really strong body which will be able to raise a powerful voice in defence of their own interests. Well-considered opinions from an Association of responsible citizens must receive the serious attention of the authorities, and therefore it is surely incumbent on all motorists to support the W.I.A.A. which is always looking for new ways and means to be of use to its members."

It must be apparent, even to the most casual observer, that within the past two or three months the number of motor-propelled vehicles in this Colony has grown to a very appreciable extent. There are now over 1,000 licensed cars and lorries, and in addition something approaching 300 motor cycles. Only about a year ago the number of cars was not much above 600—a fact which illustrates the rapid growth of motoring. Building contractors and the like are going in much more freely for lorries, whilst the motor bus services in Kowloon account for no fewer than 60 one-ton Ford trucks.

WOLSELEY CARS.
The Wolseley Company announce their 1924 programme. There are few changes except in regard to the 15 h.p. model, which has been re-designed. The complete range of Wolseley cars extends from a two-cylinder 7 h.p. car to a 24-33 h.p. six-cylinder, there being six models in all.

Mr. Holyoak spoke for many motorists when, during the Budget debate, he drew attention to two very bad bends on Garden Road. Fortunately, we have in Mr. Fletcher, who replied, a keen motorist, and he received the complaints in a most sympathetic spirit. The improving of these bends is admittedly a difficult matter, but it is satisfactory to know that the question is being considered from the practical standpoint.

The widening of Garden Road, at the bottom, by the removal of trees and the setting back of the pavement, is now being carried out, thanks to Mr. Fletcher's initiative. Later on, when the military lands question is settled, we hope to see this part of the road still further improved by taking in a bit of Murray Parade ground. Further up, there is a bad bit past the military detention barracks, but we imagine it will be a very long time before that can be improved. Garden Road is certainly a poor thoroughfare for motorists, and the trouble is that it does not greatly lend itself to very extensive improvements.

Once again, several of the Colony's motor roads have suffered badly by reason of the phenomenal floods experienced on Tuesday night. There seems to be no end to road-damage from rains this year. The fault is not with the construction, as, in normal conditions, this Colony can boast of really splendid thoroughfares which are a credit to the P.W.D. No roads could possibly stand such rain as we had on Tuesday, when asphalt and granite were thrown about like a cork on the sea.

A menace to motorists and pedestrians alike is to be found in the careering of Chinese youths on cycles, both on the Hongkong and Kowloon sides. Not only have the majority of these youngsters very little idea of how to ride, but many of them are to be seen astride machines which are far too large for them, and over which they have practically no control. Then, also, they have the blindest ideas of the rule of the road. They are a general nuisance, and they badly need controlling.

We would draw our readers' attention to the two interviews with the Hon. Secretary of the Hongkong Automobile Association which appear elsewhere. It is especially interesting to know that Mr. Hodgson is to bring the licence question to the notice of the Committee of the Association, and we trust that body will work to get Hongkong motorists placed on the same footing as those at Home. We are glad to note that Mr. Hodgson is to "get busy" soon with the idea of roping all motorists into the Association. Every car, combination and cycle owner should join up. Unity is strength.

HOLE IN SILENCER.
If your silencer should burn or rust through near the intake of the exhaust gases, which results in a very noisy exhaust, a simple temporary repair may be effected by placing a piece of sheet iron or an old tin over the whole and securing it with three or four turns of stout wire.

U.S. HILL CLIMB.

Essex Car Wins.

Denver, Sept. 4.—To the pride of Colorado Springs over its fine highway on Pikes Peak there was added today extra pride over one of its own citizens, Glen Schultz, who captured the Penrose trophy in the fifth annual Pikes Peak hill climb, by driving his Essex Special up the 12.3 mile race course in 18 min. 47.3 sec. This came near the course record of 18:24.7 made in 1916 by Ralph Mulford in a Hudson.

Besides this one-year award of the silver and gold trophy, Schultz won the \$500 cash prize for cars up to 183 cu. in. piston displacement and limited to 1600 lb. weight. The second prize of \$200 for cars in this class went to D. W. Day in a Chevrolet, time 29:15.25.

WINNERS IN 300 CC. IN. EVENT.
First and second in the event for cars up to 300 cu. in. and 1800 lb. weight were won by Otto Loesch and Jack Knight in Lexingtons in 19:29.45 and 21:48.25.

Loesch won the trophy three years ago and one event two years ago, while Schultz, today's trophy winner, carried away cash prizes in the last two years' events. Thus far no driver has won the Penrose trophy more than once of the three times required for permanent possession; other trophy winners being Rex Lantz in a Romano, King Rhiley in a Hudson and Noel Bullock in a Ford.

UNDER A.A.A. SUPERVISION.
All climbs were conducted under A.A.A. sanction and were for non-stock cars with cash prizes of \$500 and \$250 in each of the three events. The climb starts at an altitude of 9150 ft. and ends at 14,139 ft. with grades ranging from 7 to 10 1/2 per cent. There are six curves in the course, but the road is from 20 to 50 ft. wide.

Today's crowd was estimated at 5000 or more, representing a score of States. Fourteen cars competed.

POLICE & LICENCES.

MATTER TO COME BEFORE LOCAL ASSOCIATION.

In the course of a chat with a Telegraph representative, Mr. P. M. Hodgson, Hon. Secretary of the Hongkong Automobile Association, who has recently returned from a business trip to Manila, stated that he had read the recent correspondence and articles in the Telegraph with reference to the powers vested in the police to cancel the driving licence of a car or cycle.

"At Home," said Mr. Hodgson, "the Magistrate may, after a conviction, order a driving licence to be endorsed, but he does not necessarily do so in all cases of conviction. The Magistrate may also order the licence to be suspended or cancelled altogether. Here in Hongkong the law is somewhat different, and although I think the Captain Superintendent of Police is unlikely to cancel a licence without very good cause, it might be better if the Home practice were followed."

Mr. Hodgson added that he had made a note to bring the matter before the Committee of the Automobile Association at its next meeting.

MASCOTS.

Many of the mascots which decorate the cars one sees on the roads are very charming ornaments. But as a safeguard against either accidents or their consequences their value is open to serious question. The best mascot a motorist can have is a policy of insurance effected with a first-class Company. Then, if an accident happens, his pocket does not suffer. Insurance is cheap, and it simply does not pay you to run avoidable risks.

MOTOR CYCLE TIPS.

SYNCHRONIZING A TWIN.

[BY "NORTONIA"]

The chief difficulty in tuning a cylinder engine is to make each cylinder develop equal power, and run at the same speed. If they do not, the good cylinder will be wasting an enormous amount of power in trying to turn the bad cylinder round faster, and this in many cases makes a greater loss than if both were poor but equal. In many cases it is beyond the capacity of the amateur to alter the engine to obtain equal running, but a little trouble spent in doing the best one can do will be well repaid.

It must be assumed, to start with, that both cylinders have been thoroughly decarbonized, valves ground in tappets set and piston ring perfect. After the decarbonizing, run the machine for about 50-100 miles to make sure everything is properly bedded down. Then put a spanner on all nuts, valve caps, etc., and adjust the tappets again if necessary. Now test for synchronization by running the engine at moderate speed and cutting out first one cylinder, then the other, by shorting each plug in turn by means of a wood-handled screwdriver.

Each cylinder should run at the same speed as the other, but probably one will be found to be faster, so we must examine the slow one. First try the compression by bringing each piston to the top of the compression stroke and standing on the kick-start. Each cylinder should hold your weight an equal time. If the compression is weak on one cylinder, examine it for leaky valve caps, priming cup or valve seats; also examine the piston rings to see that the gaps haven't worked into line and that they fit the cylinder bore perfectly. Then examine for air leaks by shorting the plugs again. If the same cylinder is weak, try adjusting the carburettor to feed a slightly richer mixture, then find the air leak and cure it.

Another very likely cause of trouble is the ignition timing, as the spark may not be occurring at the same relative position in each cylinder. To test this, take off the front chain case and remove the nut which holds the chain sprocket in place. Cut out a circular piece of card about 6 feet diameter, make a hole in the centre and thread it on the crankshaft, fastening it in place with the nut. Then make a piece of wire or tin plate into a pointer and clamp it under one of the cylinder holding-down nuts. Turn the engine until the rear cylinder is at the top of its stroke. This point must be absolutely accurate and can best be found by removing a valve cap and watching the piston in some cylinders and in others by removing the compression tap if it is in the cylinder head, and inserting a pencil which will touch the piston when the latter is near the limit of its upward travel. The movement of the pencil against the cylinder head will accurately indicate the motion of the piston.

When top dead centre is found, make a pencil mark on the card exactly opposite the pointer. Then find the top dead centre of the front cylinder in exactly the same way and made another mark on the card. Remove the contact-breaker cover and turn the engine round until the platinum points are fully separated by the cam stamped "1" which is for the rear cylinder. Place a piece of paper between the points and gently turn the engine backwards until the paper is just gripped between the points. This is the firing point for the back

THE FEMINE IDEA.



Mrs. Lotsa money to Automobile Salesman—"Have you something cute in a pink body?"

WINS FOR FIRESTONES.

The following are the results of the first five winners of the 100 mile National Championship Automobile Race at Syracuse on Saturday, September 15th:—Tommy Milton (H.C.S.) Firestone Harry Hartz (Durant) Ira Vail (Durant) Ralph Depalma (Duesenberg) Eddie Hearne (Durant)

In winning the above race, Tommy Milton drove the entire distance without a stop in one hour, fifteen minutes and 31.100 seconds. This establishes a new world's record for a mile dirt track.

In addition to winning this event, Milton also established a new world's record for one mile, when he covered this distance in 42 and 28.100 seconds.

Not one of the drivers using Firestone tyres experienced tyre trouble of any description.

cylinder; so make another mark on the card opposite the pointer and repeat the process for the front cylinder. If the ignition is correctly synchronized, the distance between the top dead centre mark and the corresponding ignition point mark on the card should be the same for each cylinder. If this is not the case, the contact breaker cams need adjustment. Should the contact breaker have cams in one piece with the cam ring, the cam for the early cylinder will have to be stoned away slightly while if the cams are screwed to the ring they should be removed and the cam for the late cylinder packed up with pieces of thin paper until correct.

The valves can be checked in a similar manner. Each exhaust valve should have the same timing but in some cases the inlet valves have a slightly different timing to allow for surging of the mixture in peculiarly shaped induction pipes. The trouble should be cured now if it is possible for the amateur to cure it; if it is not, probably the compression ratios are different. This can only be checked by bringing each piston to the top of its compression stroke and filling the combustion chamber with oil. Usually each cylinder should hold exactly the same amount, though in some cases the cylinders are slightly different. If one holds more than the other, reduce the thickness of the washer underneath it.

ROADSIDE HELP.

MR. HODGSON REPLIES TO "A ROAD LOVER."

Seen by a representative of the Telegraph, Mr. P. M. Hodgson, Hon. Secretary of the Hongkong Automobile Association, said he had read the letter in last Saturday's issue of the Motoring Supplement signed by "A Road Lover," and he added: "I must say I was not very impressed."

"Conditions of motoring at Home, or in any wide country," said Mr. Hodgson, "are so entirely different that to adopt in this Colony such suggestions as scouts and similar facilities would be impracticable and, moreover, they are not wanted. The suggestion of maintaining a breakdown car carrying spares with competent mechanical assistance, is one which I question would be much required. The maintenance of telephone boxes erected along the various roads is surely unnecessary in such a small area as motorists in this Colony have available."

Continuing, Mr. Hodgson said:—"Regarding 'A Road Lover's' sneer that all the Association does for motorists is to issue badges and fix up tests and trials, I think this quite spoils his letter. I wish 'A Road Lover' would, in his spare time, come and assist me in my spare time with all the matters and correspondence that are attended to for the benefit of 'A Road Lover' and other motorists in this Colony. He would then realise that the support of only about 200 out of at least 700 individual owners of cars and cycles is very disheartening."

"What I want to see," said Mr. Hodgson, "is a large up-to-date and central garage for the use of only be checked by bringing each members of the Association, from piston to the top of its compression stroke and filling the combustion chamber with oil. Usually each cylinder should hold exactly the same amount, though in some cases the cylinders are slightly different. If one holds more than the other, reduce the thickness of the washer underneath it."

AFTER THE WALKERS.



If the sign won't stop walkers from crossing the streets like chickens, the traffic police will. In Los Angeles, the warnings are backed up by the stern words of the police, as here shown, and even the most daring pedestrian is deterred to the curb.

6 CYLINDER

Studebaker

CARS

18 to 20 MILES TO THE GALLON

LIGHT SIX

Price \$2,700



THE WORLD'S GREATEST LIGHT WEIGHT CAR

SPECIAL SIX

Price \$3,500



LATEST MODELS IN STOCK COMPLETE WITH 5 WHEELS & TYRES (WIRE OR DISC WHEELS)

BIG SIX

Price \$4,300



HONGKONG'S MOST POPULAR CARS
HONGKONG HOTEL COMPANY, LIMITED.



This isn't a toy. It's a real motor-car, with three speeds and everything. The maker lives in Kingston, England.

HOW TO CLEAN A CAR ENGINE.

Hints on Decarbonisation.

How often is it necessary to decarbonise the average motor-car engine? And is it a job which the owner-driver can undertake satisfactorily himself?

If you want a general reply to the question "How often?" I should say after every 30,000 to 50,000 miles, says a Home expert. But there are many exceptions.

I have a friend who is the possessor of a popular make of car who is always happy when he can do 1,500 miles without decarbonisation. As a general rule he reckons to have his engine cleaned every 1,000 miles—an almost ridiculous state of affairs.

For an opposite extreme you may remember that the Crossley car recently went through 25,000 miles of officially observed trial without decarbonisation.

SYMPTOMS OF WARNING.

And there you have the two extremes. Unfortunately it is something nearer to the bad one which we have to consider for average purposes. You can recognise when your turn has come by (a) loss of engine power; (b) tendency to overheat; and (c) tendency to pinking.

You are now "up against it" and have two choices. If you have been running on petrol you can get rid of the difficulty for another 1,000 miles or more by using a mixture of benzole and petrol. The alternative is decarbonisation.

Can the average inexperienced motor owner tackle the job successfully? It depends on the type of your engine.

If your engine has a detachable cylinder head, and you yourself have a modicum of mechanical instinct—get on with the job. And this is how to set about it.

HOW TO DO IT.

As the cookery book says, "You must first catch your hare," which in this case means you have got to get the cylinder head off. Detach the wires from the plugs, and if there is no way to know which wire goes to each plug tie pieces of string on the wires so that you will know "to other from which."

Let the water out of the engine by the drain cock or plug provided for the purpose, and take down the water joint between the engine head and the radiator.

You have now to undo the nuts on the studs holding the cylinder head down. That is "dead easy"—but you must do it properly, or the head may "spring" a trifle. Undo each nut only half a turn of the spanner first; then a full turn each, and so on. And remember to do likewise when replacing the head.

With a piece of hard wood interposed between a hammer head and the cylinder head, tap the latter all round "upwardly" until it is loose and can be lifted off. Take great care not to damage the "gasket" joint between the cylinder and the cylinder head. If you start "prising" with a screwdriver you probably will do damage.

NECESSARY PRECAUTIONS.

When the head is removed you are ready to begin your stripping and scraping, but always take care to have all the

LAYING UP THE CAR.

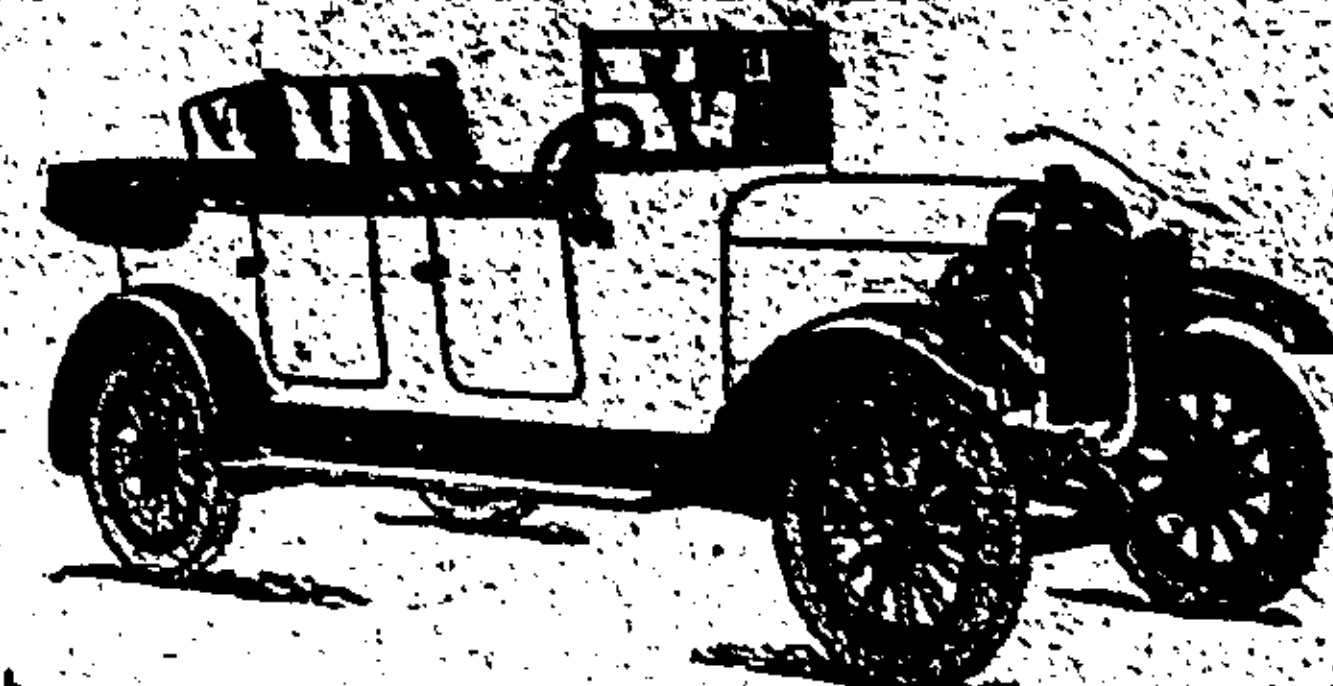
To lay up a car for any period, first see that the place of storage is dry, airy, preferably dark and free from rats or other vermin. Drain away all water, and make sure that the pump is empty; drain off all sump oil but do not wash out; place blocks of wood under ends of axles so that all tyres are off the ground. Accumulators are kept in best condition by being discharged through a lamp to 3.8 volts and re-charged once in every five or six weeks. They can often be made use of in a house. The car should be thoroughly cleaned and brass or nickel rubbed with vasoline. Upholstery can be treated lightly with olive oil and the hood put up.

ged or covered, except the part you are working on, so as to keep grit or dirt out.

It is always as well to have a spare gasket available, as more often than not you will find it necessary or preferable to use the new one.

When you have effected a thorough spring cleaning of the piston tops, valve heads, and pockets, the combustion head, &c., you can reassemble in the reverse order—and find it a simpler job than the taking down.

The chief difficulty in the whole business is generally the removal of the cylinder head. Don't get cross and hit it with a hammer direct, as you could readily crack or break it. After ten miles running go round all the cylinder head nuts again, as they will then stand further tightening. And do this again, after the first long run.



BRITISH CARS

By special arrangement with the Austin Motor Car Company, Ltd., we are now able to supply AUSTIN twelve and twenty h.p. cars in Hongkong, all charges paid, at the English factory list prices. Immediate delivery can be given on 20 h.p. Touring Models.

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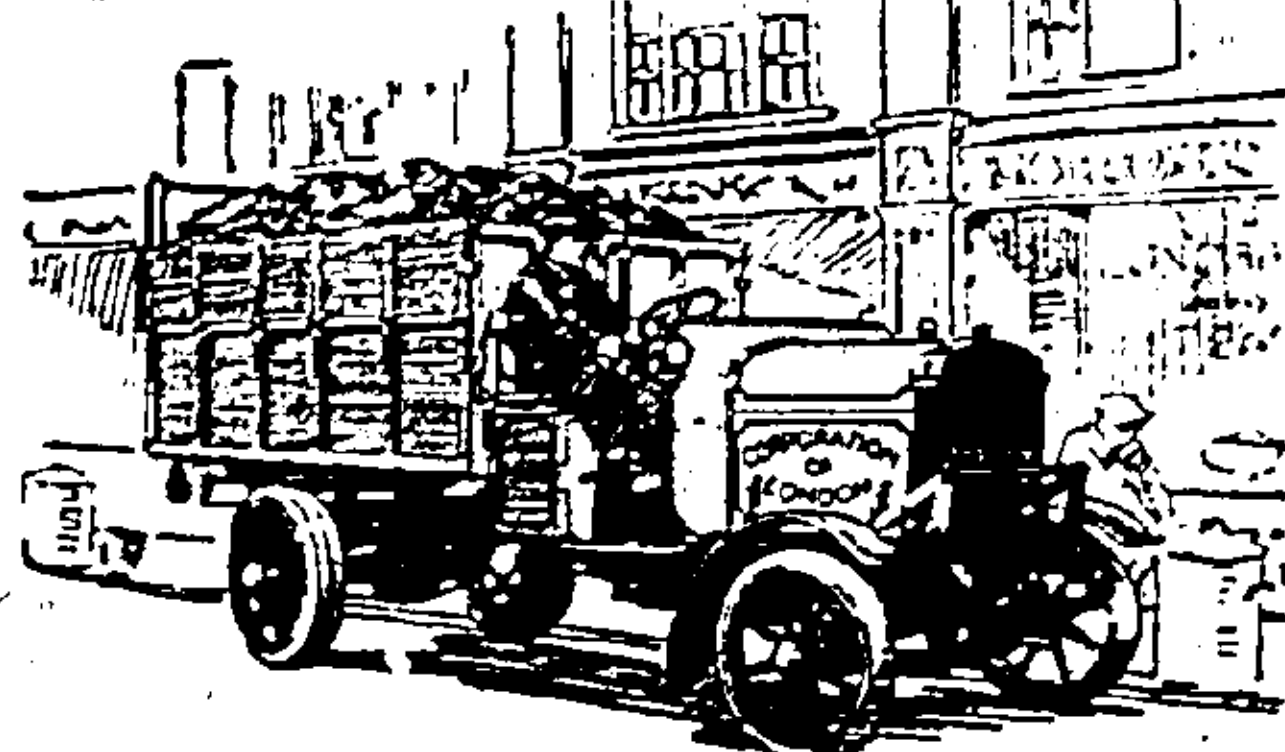
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CAR OUTPUT

Record Year in America.

Motor car and transport vehicle production in the United States for this year, has beaten all previous records. In the first eight months of 1923 the total production of cars exceeded that of either of the two preceding full years, according to the Department of Commerce. Reports from 181 manufacturers show an output of 2,431,063 passenger cars and 258,774 commercial vehicles, as against 2,339,414 passenger cars and 244,882 commercial vehicles in the twelve months of 1922, and 1,535,195 and 147,168 respectively in 1921. The highest production in the current year was in May, when 350,181 passenger cars and 43,238 commercial vehicles left the works. In August there was a production of 304,010 passenger cars and 30,251 commercial vehicles. The full figures for the year must distance any that apply to former years. As petrol is both plentiful and cheap, this fact should assist the assurance that these cars are going to be run and used. Most of the increased oil production in the United States—which has brought about a further reduction of petrol in England has been from the Californian fields, where the oil is particularly rich in the lighter class required for motor traction.

MASS PRODUCTION.

When one reads that the German mark has fallen a matter of 50 millions or so the figures cease to mean anything. American automobile production figures are nearly as bad.

The August schedule for Ford cars and "tonners," for instance, was 183,735 complete units. As considerably more than seven thousand cars and trucks were turned out on each of several days in July, it is probable that the schedule was at least adhered to. Ford, of course, is "way up" above everyone else, but the General Motors production for the first half of the year of 397,318 vehicles, and the Willys-Overland July production of 23,121 cars are also equally staggering.

Many other makers run the firms mentioned close. Against the Willys-Overland record of 1,309 cars on July 31, Dodge Brothers' daily output is an even thousand.

1924

HARLEY-DAVIDSON

ALEMITTE LUBRICATING SYSTEM FUL-FLOTEING SIDECAR SPRINGS
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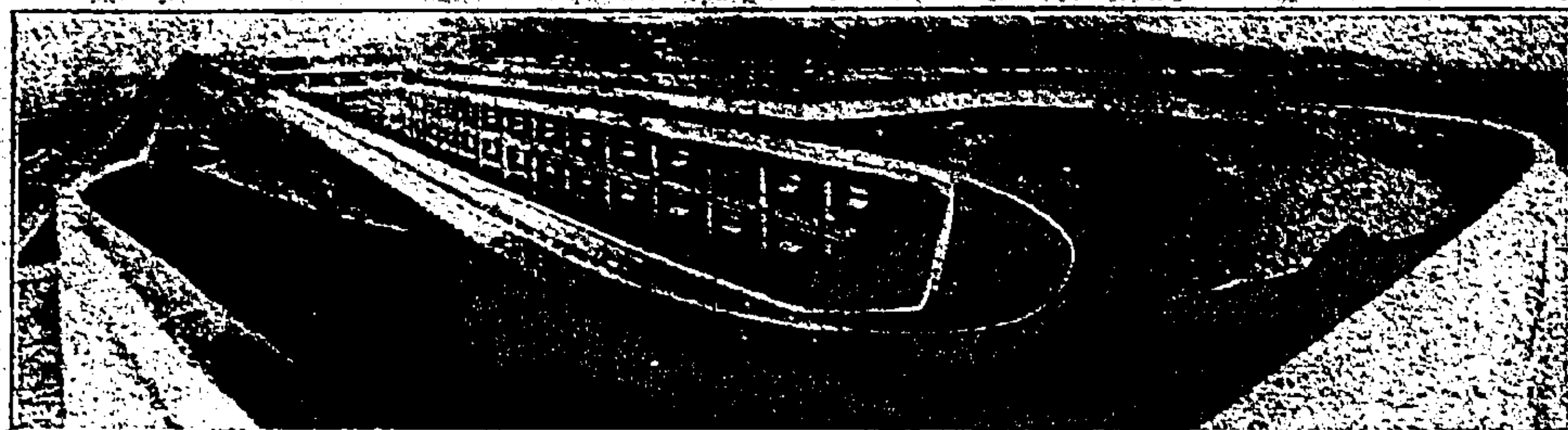
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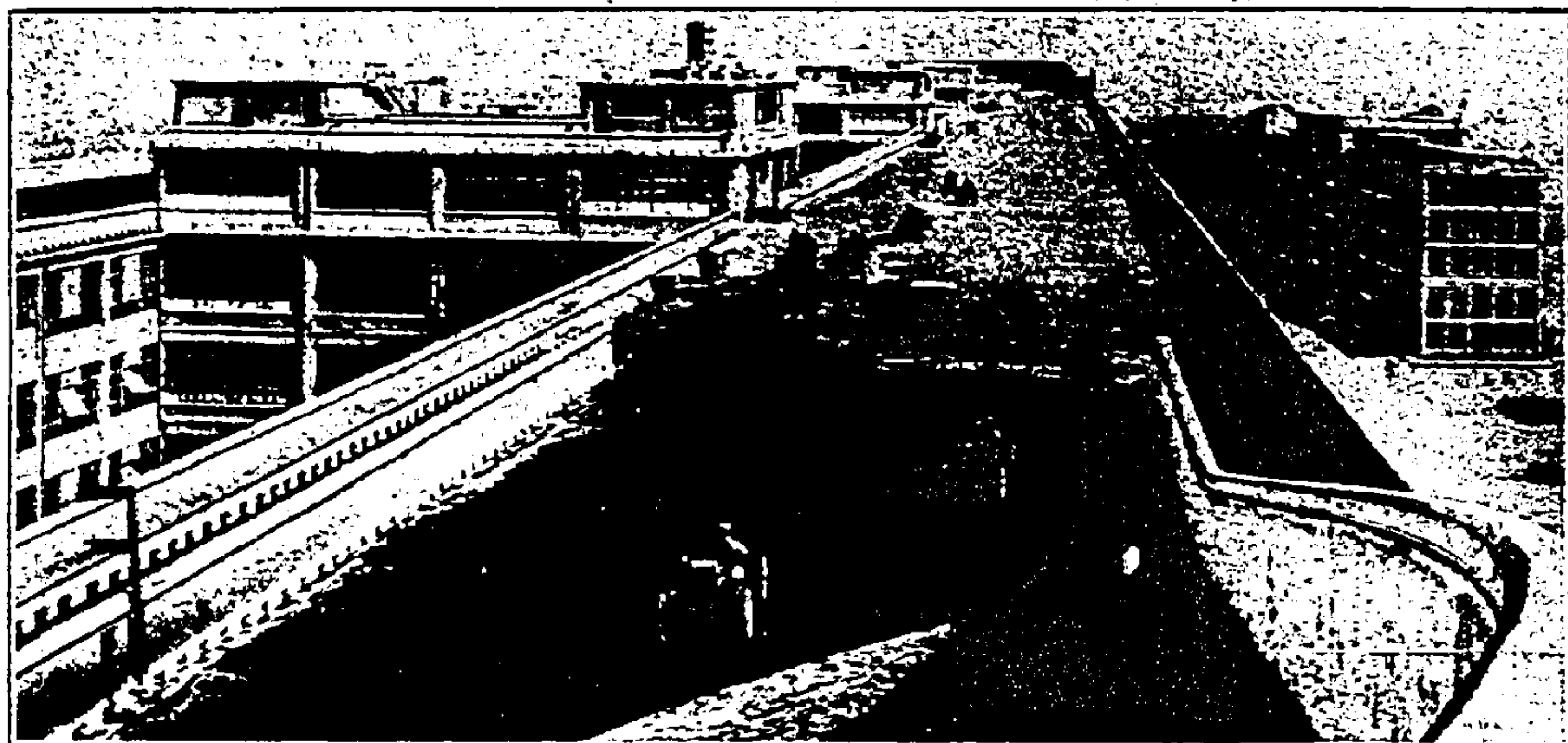


SPEED TRACK ON FACTORY ROOF.

Where the Fiat Cars Are Tested.



The above picture gives a general view of the speed on the roof of the Fiat Motor Company's factory at Lingotto, near Turin. The track, which is constructed throughout of armoured concrete with a special type of asphalt as a top dressing, is made safe by a thick concrete wall 5 feet in height on each side of the two straightway stretches and on the inside of the curves, and by a wall nearly ten feet in height on the outside of the banking. Advantage is taken of the very high banking to install workshops under it, where the testers can carry out such adjustments as may be shown necessary after their test runs. There is a direct entrance to these shops at the end of the straightaway, and cars can come out of the shops and enter the track again without interfering with others going by at speed.



This shows one of the straight stretches on the Fiat speed track. It is slightly cambered in order to allow water to run off into the gutters on each side. As the hot water heating pipes are carried on the ceiling of the shops immediately under the track, there is sufficient heat to melt snow as it falls. Consequently, testing can be carried out on the roof all the year round and under any weather conditions.

SCIENTIFIC accuracy is the first consideration in preparing the Chart from which you select your Gargoyle Mobiloil. The Vacuum Oil Company specializes in lubrication. Its world-wide standing rests entirely upon the superiority of its lubricants and the superiority of its lubricating advice.

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The triumphs of Shell in the French Grand Prix, the Boulogne Grand Prix, the Aerial Derby, the King's Cup, the historic Atlantic and Australian flights, are one form of proof of superiority. Another is the evidence of

Prominent Motor Journalists who have witnessed the testing of Shell:

MR. H. MASSAC BUIST in *The Observer*.
"A higher 'useful compression' than any other of the well-known brands."

CAPT. E. DE NORMANVILLE in *The Motor Owner*.
"The superiority of Shell...so convincingly demonstrated."

MR. J. OWEN in *The Referee*.
"In every case Shell Motor Spirit went further than the others."

MR. ARTHUR J. SALMON in *The Daily Graphic*.
"Shell came out on top to a remarkable extent."

SHELL

DEVELOPS THE UTMOST HORSE-POWER

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A MOTOR CAR IMPROVEMENT.

Important "Safety First" Development.

Dealing with the decision of the General Motors Company to adopt four-wheeled brakes as standard equipment on their new models for 1924, Capt. E. de Normanville says:

It is safe to say that this development sets the seal of definite approval on the suitability of four-wheel brakes for inexpensive cars which are owned driven by the average motorist.

DOUBLED EFFICIENCY.

This welcome improvement in Safety First factors comes at a timely moment. It is obvious that the better the braking system of a car the better measure of safety for its driver and other road users.

Before detailing any of the specific factors in this particular design of front-wheel brake, I will briefly reiterate the general advantages of the broad principle.

The braking efficiency of a car is fundamentally dependent on the grip of the tyres on the road. Obviously, therefore, if you can make four tyres grip equally, instead of only two, your efficiency is doubled. That is the A.B.C. of the matter.

But in practice other factors arise. The effective grip of the tyre on the road is dependent (amongst other things) on the weight that tyre is supporting.

Suppose you are running along the road at 30 m. p.h. with only rear-wheel brakes. Suppose also that each of those rear-wheels possesses 50 "road-gripping units."

Now apply the brake. A proportion of those "gripping units" automatically disappears. Why? Because the act of retarding the car's progress transfers a portion of the weight pressing the back wheels down to the front wheels.

PERFECTED DETAILS.

In this way your 50 gripping units may become only 45. But if you have brakes on the front wheels as well their assumed 50 "gripping units" would become 55. With four-wheel brakes, therefore, you save the loss in gripping capacity which occurs with only rear wheels brakes, and also double your main gripping capacity.

Getting down to bedrock, simply, all this theorising means that in given equal circumstances you can stop a car with four-wheel brakes in half the distance you could stop it with rear-wheel brakes only.

TO BEGINNERS.

One of the first things a beginner should realise is that there is a great deal to be learnt in motor-ing. It is not just a matter of sitting in a car, learning the controls and how to steer. A beginner should study the technical manuals before starting to drive. Good and safe driving is due to all other road users and to oneself, it cannot be acquired in a few haphazard lessons from a car dealer. Driving under modern conditions requires a general knowledge of the problems of traffic, reasonable imagination to foresee possible dangers, decision in acting, and a full understanding of what can and can not be done with a car. Study the hand-books of car driving.

particular Buick design of front wheel brake. In the normal types hitherto used the brake shoes are pressed against the inside of the brake drum. Consequently the efficiency of the brake is directly proportional to the pressure you exert on the pedal.

To get the double efficiency of four wheel brakes therefore you have to press the pedal with double effort.

LESS SKIDDING DANGER.

In the new design, however, the band brake is outside the drum. This type of brake—as you probably know—has a tendency to "wrap itself on," so soon as even a light pull is exerted on the end of the band.

Consequently the four brakes on the Buick can be applied without any undue pressure on the pedal, and you obtain the maximum efficiency where you need it most—at high speeds.

There is another ingenious improvement in this particular design. When you turn a corner (or make a sharp steering movement) with the brakes applied, the one on the outside front wheel releases itself automatically, and the one on the inside front wheel is increased.

This is achieved by the special design of the stub axle and the brake-operating mechanism. It has two useful effects.

In the first place, any normal skidding tendency on a greasy road is minimised.

Secondly the braking of the inside front wheel creates a tendency for the car to pivot about that wheel, and thus assists in rounding the corner.

There are other detail improvements, but these are the chief. In America insurance companies are making a 10 per cent reduction of premium for cars with four-wheel brakes.

MILEAGE

DUNLOP CORDS Provide—

- Longer Mileage
- Decreased Petrol Consumption
- Conservation of Engine Power
- Increased Cushioning
- Reduced Driving Strain
- Lowest Initial Cost
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POPULAR STUDEBAKER.

RECORD YEAR EXPECTED.

On September 1st, this year, the Studebaker Corporation had surpassed its entire production for 1922, according to a report just received from the Studebaker factory by the Hongkong Hotel Co., Studebaker distributors for Hongkong. The sales of the last four months of this year will therefore represent this year's increase over the 1922 record. Production for the first eight months of 1923 was 110,540 cars as compared with 109,222 for the full calendar year of 1922.

August production was 15,700 cars, and broke all previous records. Production for the first eight months of 1923 was more than 32,000 in excess of the first eight months of last year.

Sales are expected to exceed 150,000 cars this year as against 110,269 last year. And they are well ahead of production which amounts to about 30,000 cars for the first two months of the present quarter as compared with 30,199 for the full third quarter last year.

All plants are running at capacity to meet the continuous, large demand for Studebaker cars from virtually every section of the world.

Buildings are now under construction at South Bend, Indiana, U.S.A., which will increase Studebaker manufacturing facilities still further in order to meet more adequately the insistent demand for Studebaker cars. Work on these additions, requiring an investment of approximately \$6,000,000 (gold) is progressing rapidly.

A new six-story body building, now nearing completion, contains 480,000 square feet of floor space. It is expected that this building will be ready for use before snow flies.

Shipping will be facilitated by a new, four-story storage building and a train shed which are being added to the present facilities. Dimensions of each of these additions are 76 x 364 feet. Both are now practically under roof and will be soon ready for use.

A mammoth new foundry, alone costing approximately \$2,500,000 (\$215,000), will measure 722 x 683 feet. When finished this will be the largest grey iron foundry in the automotive industry.

Studebaker's factory facilities to-day are unexcelled in the industry, and its financial standing and splendid reputation the subject of favourable discussion throughout the world.

TO A CORRESPONDENT.

W. S. Lee.—Your query will be answered in next week's issue of the Motoring Supplement.

RETARDED SPARKING.

Driving a petrol engine with the spark unnecessarily retarded is a common source of overheating. Always keep the sparking lever as far advanced as possible, without creating a knock. It will give you more power, smoother running, and longer life.

MR. CAR OWNER!

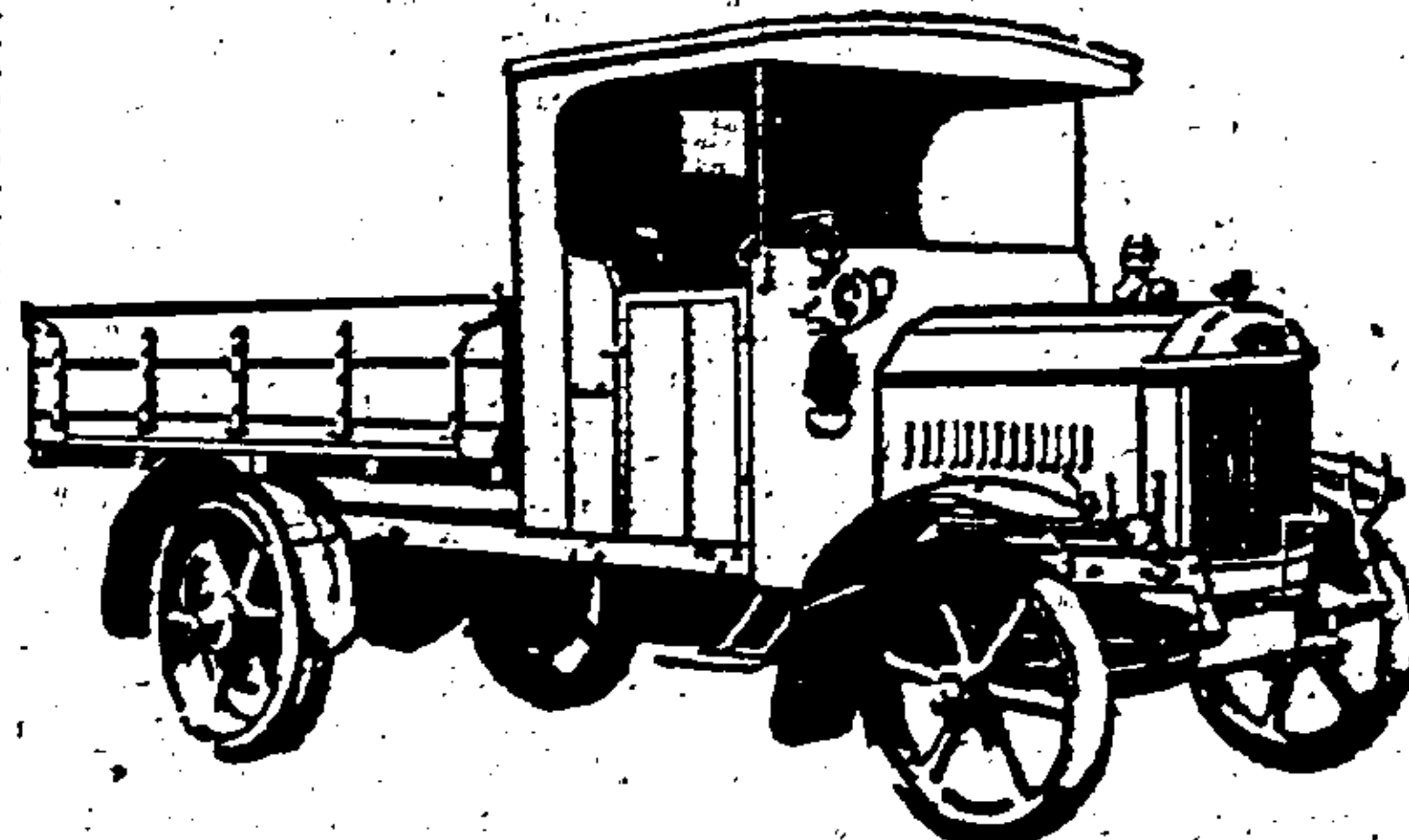
Why not send us those LAMPS, FITTINGS, etc. from your car and let us make them like new?

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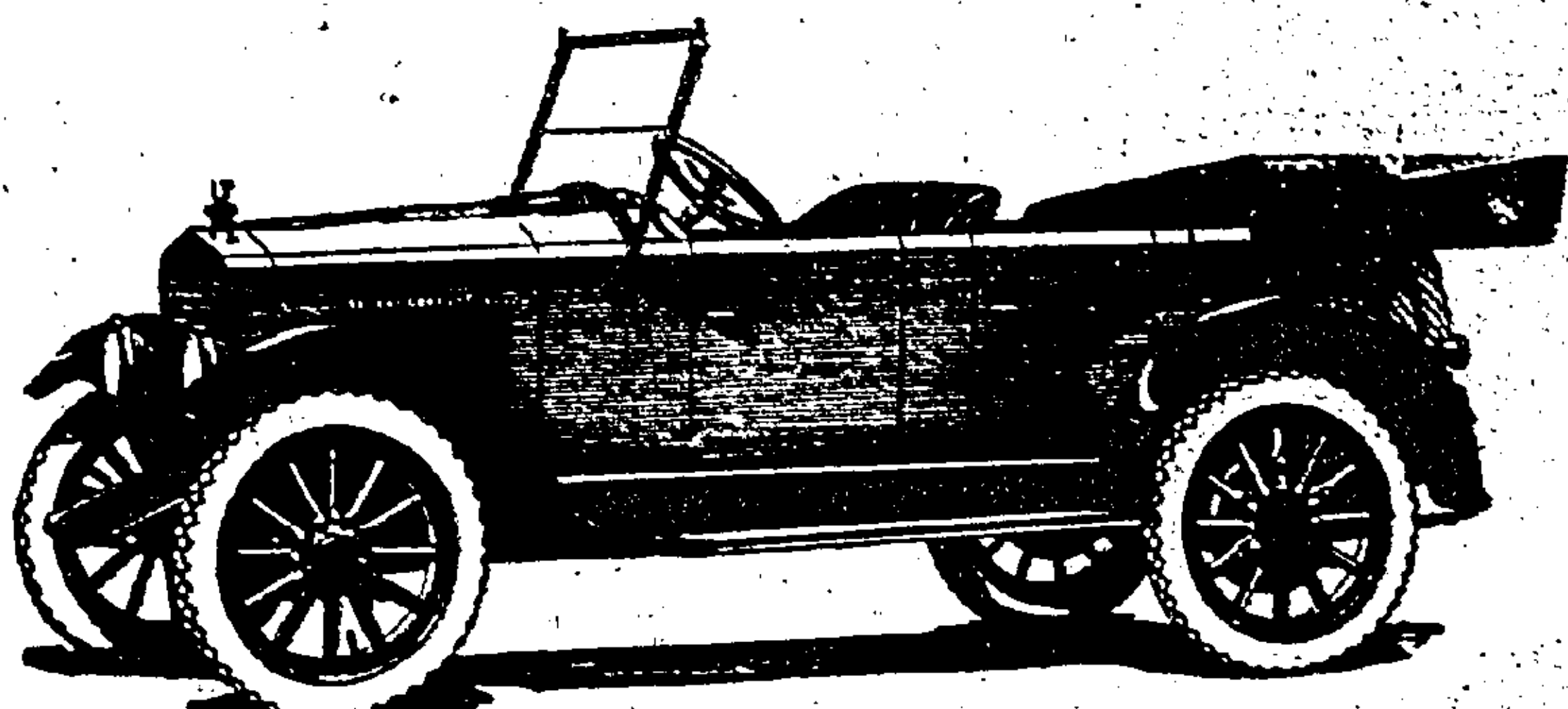
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ESSEX



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After fifty, sixty and seventy thousand miles, Essex cars keep the dash and action of new cars. They stay tight and quiet. They keep their economy of operation and maintenance.

Service like that is not accidental. It results from hidden values which are fully revealed only in long hard service. Attention to detail extends to parts you never see. Finest roller bearings are used where commonly plain bushings are used. For the weight carried the Essex frame is the sturdiest built, save one.

Qualities like these make Essex cost less in the long run than the lowest priced cars, because of the difference in repair, maintenance and replacement costs.

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(Above prices include five cord tyres on five wire wheels.)

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Wong Nei Chung Road, Happy Valley. Telephone Central 3950.

HOW TO USE YOUR BRAKES.

Varying Procedure for Different Cases.

Which is the best way to use the brake of a motor-car? Should the clutch be left in or taken out? To attain maximum braking effect, should both brakes be used simultaneously or only one? Capt. E. de Normandie says:

I can't give you a direct "Yes" or "No" to these queries for the simple reason that the circumstances will alter the cases. So we must consider the points from various aspects.

First of all the normal use of brakes is to arrest the progress of the car which, of course, you know! Their effect when in action is to absorb the momentum of the car and the load it is carrying by means of generating friction. The friction goes into heat, and the heat into the atmosphere. And so back to the starting point—as Peppy might have put it.

REDUCING WEAR.

You also know that the generation of considerable friction means wear. And wear means—sooner or later—repair bills.

Thus we arrive at our first rule of brake manipulation—"Always as little as possible." It follows naturally that when you do have to use the brakes the pressure you exert should also be the minimum practicable.

It is also as well to remember that it is not only the brakes which get worn with heavy brake application, but also the tyres and several of the chassis components. When you merely want to stop, therefore, as different from an emergency, always start in good time and let the car drift along with the clutch in. Take the clutch out near the end of the manoeuvre and just "finish off" with the brake.

If you make a habit of this you will save quite an appreciable amount of wear and tear. And should also make a habit of using the foot brake and the hand lever alternately.

habit of only using the pedal brake (except for holding the car still on a hill), get out of that habit. It's a bad one.

THE EMERGENCY STOP.

We now have to consider the occasion when one's only thought is actual brake efficiency—an emergency in which we want to stop the car as quickly as possible, when travelling at a "goodish" speed.

You remember that braking means absorbing momentum. If your engine is turning round at 2,500 r.p.m. there is a considerable "momentum" stored up in its flywheel, crankshaft and so on.

We can dissociate this momentum from that of the car in a fifth of a second, by instantaneous decutching. We must therefore do so—down with both pedals at once.

In an emergency stop at speed on top you cannot use the engine as a brake, because there is too much momentum stored in it.

That momentum can be got rid of (and that is what braking is) by clutch withdrawal in a fraction of a second. To get rid of it by letting it compress the mixture and overcome the internal friction of the engine would take several seconds.

TWO BRAKES OR ONE?

And finally—two brakes or one when a quick stop is necessary? Generally speaking, two, but you must always remember that if your wheels are locked you are not getting maximum braking efficiency.

The road wheels must continue to turn in order to get the maximum braking efficiency, and the point just before they are actually stopped is, of course, the best.

You can get more even braking application with both brakes partially applied, and therefore less likelihood of them "snatching" and stopping the wheels. A car with locked wheels is always more or less out of control and never at its best braking efficiency. Properly designed four-wheel braking systems look after this important point automatically.

IMPROVING CAR EQUIPMENT.

Advantage of Luminous Indicator Needles.

What are we going to see in the way of minor equipment improvements in the next year's models? In what directions can small details be altered to give greater driving comfort and safety at comparatively no increase of cost?

One of the chief directions in which improvement could be made is in regard to the visibility of the various instruments on the fascia board, says a Home writer, who continues:

Some people say that in 90 per cent. of the causes of car failure the event happens in daylight! It may be true—in fact, I think something closely approximating to it is true. But surely it has nothing to do with daylight or night as such?

The real reason is that the vast bulk of driving is done in the daytime, so that naturally the bulk of mechanical trouble also happens in the daytime.

In the use of instruments which may help us to avoid trouble, there is, therefore, no reason why we should not be provided with equal ability to see the said instruments in the dark.

Why isn't the indicating needle of every oil gauge self luminous? Is the engine less likely to run short of oil at night?

And why not the same "night seeing visibility" for the speedometer, the clock, and even the radiator thermometer?

There is the obvious answer that one can fit dashboard lamps, and, of course, that is the general rule with most people. But few really like to leave their dashboard lamps on. To put it mildly, they do not help your driving vision if they are at all bright, and if they're put down to a "glimmer" you can't see the instruments.

In normal practice, therefore, the driver only switches on the dashboard lamps when he begins to think there is something demanding attention. And that may be rather late in the day—or night!

EXERCISE IN TEMPER.

"When motoring on Friday last in Lancashire I was held up by two policemen, as were all other motorists on that road. We pulled up our car at once, thinking we were to show our licence, but, instead, we were asked to buy tickets for their police sports, the cheapest price being 2s. —London Daily paper.

It was a wayside constable. And he stoppeth drivers three. "Won't you buy my pretty tickets sir, For our local sports?" quoth he.

But one driver answered, "Nay: Last time I drove this way. You stoppeth me and measured my number-plate. Demanded my licence and made me late For a pressing engagement I had on that date; So there's nothing doing to-day."

And the next one answered, "Rob. Last time we met, your job Was to hold me up in a trap. You hid Like a snake in the grass. The deed you did On that occasion cost me two quid. So I can't afford two bob."

And the third one answered, too, And said—between me and you, I think it better that I should not Report his answer. The day was hot And—anyhow, he told him what He thought he had better do.

MODERN PUBLICITY.



Photo shows Mr. E. E. Sheppard, who is on a long motor tour for the purpose of boosting the beauties of a Canadian seashore resort.

A really experienced driver "feels" when his engine is beginning to run short of oil. In fact, in the good old days we never had oil gauges and had to rely on our powers of "feel."

Few people carry spare engine oil in these days of at least 1,000 miles to the gallon. If, therefore, you find yourself short of oil, and ten miles to the nearest garage likely to be open, you are "in the soup."

With a luminous needle to the oil gauge you would get adequate notice that you were nearing the end of your supply. Would it not be an improvement to have such instruments?

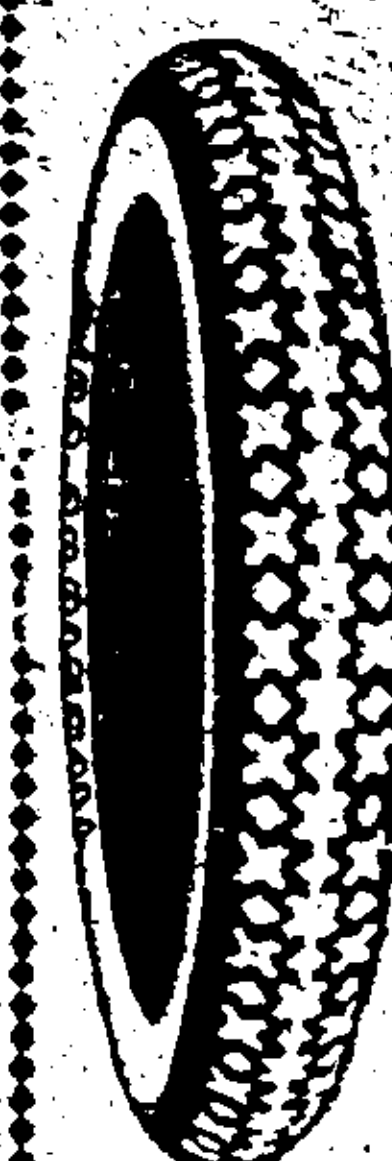
IMPROVING EQUIPMENT.

On this general subject I am pleased to see that the Morris cars are adopting the Boyce radiator thermometer as a standard fitting. You may remember that I urged the desirability of fitting this useful instrument as standard some months ago.

Personally I use one of the dashboard type, which are even more accurate and more readily susceptible to engine temperature variations. The only defect is that they are more costly, but that should not stop them being standard equipment on, say, the over £500 type of car.

At the same time I urged that automatic windscreen wipers should be standard fitting on all modern cars, and the fact

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NERACAR



"SAFETY FIRST."

For safety, Reliability, Strength, Cleanliness, and Economy the "NERACAR" stands unrivalled.

The "NERACAR" was not built for excessive speed. On plain level roads, it will give a speed of 35 miles, whilst on hills—such as the Chin Wan Hill—it will give a speed of 25 miles per hour, as proved in the recent trials. Considering that most people rarely go motoring at more than 30 miles on level roads or 20 miles up hills, the "NERACAR" has a reserve speed which is quite ample.

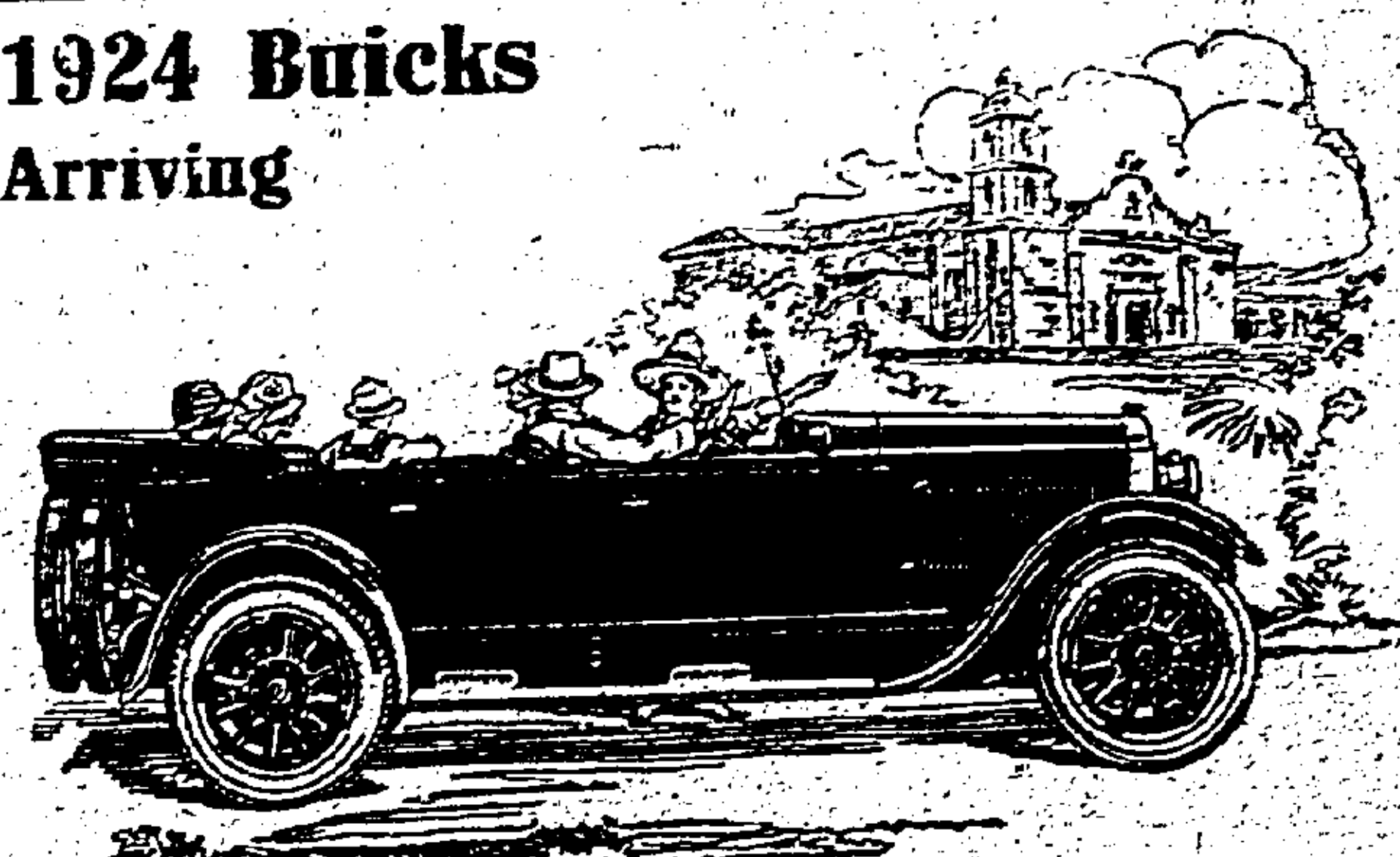
The "NERACAR" was specially designed and built to meet the needs of people who, in their daily avocations and pleasures, find that what is really required is a reliable, fair priced, light two-wheeled motor car that will carry them about safely, economically, at a fair speed and without the risk of having their clothing soiled by dirt, grease and oil. The "NERACAR" answers all these requirements and its gasoline consumption is one gallon to 100 miles!

Write or call for demonstrations

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2nd Floor, St. George's Building. Telephone C. No. 1264.

1924 Buicks Arriving



The following 1924 Buick Models, (equipped with 4 wheel brakes), will arrive in Hongkong by the middle of next month:

Four—7 Passenger Touring

Two—4 "Sports"

Four—5 "Special" (Maroon colour)

Phone Central 1036 and arrange for demonstration.

The Hongkong & Kowloon Taxi Cab Co. Ltd.

RUINED CHURCHES IN JAPAN.

EXPERIENCES TOLD TO HONGKONG AUDIENCE.

A gathering of Hongkong residents in the hall of St. John's Cathedral yesterday evening heard a thrilling first-hand account of the earthquake disaster in Japan, when the Rev. E. M. Strong, British Chaplain in Yokohama, spoke for an hour on his experiences. The speaker was introduced by his Lordship the Bishop of Victoria. The lecture was partly illustrated with lantern slides.

Mr. Strong in his opening remarks expressed appreciation for all that the people of Hongkong had done in helping the earthquake sufferers. The catastrophe to his diocese had been very great, and they had suffered heavy material loss, but fortunately among the Christians in the affected regions there had not been a big loss of life. Out of 4,500 Chinese in Yokohama about 200 were Christians, and out of 1,500 Chinese who were killed only two were Christians. None of their missionaries had been killed. The same thing applied to the Japanese population.

The need for help, continued Mr. Strong, was very urgent, and any donations would be welcome. There was the need in connection with the damage to places of worship, and also the necessity for encouraging survivors to remain steadfast in their faith. Fortunately, a number of earnest helpers were now on the spot.

The speaker held the close attention of his audience as he spoke for nearly an hour of his experiences, from the first shock, which found him in the Seamen's Club in Yokohama, up to the time when rescue work was in full swing. He told the story of a European boy nine years of age, a Wolf Cub, who had an injured hand and foot. The boy was taken to a place of assembly of refugees by his cook, and announced that whilst he was safe the rest of his family were in Heaven. He said "I should cry. I am a Boy Scout." When attended on the rescue ship by a doctor he said: "My time is up. Look after somebody else, please." He died under an anaesthetic. And all the time the boy thought his whole family had perished, whereas his mother had been saved and was on another steamer.

There were incidents with their lighter side, such as the case of a European who was in a ricksha when he was buried by a falling wall. The puller dug him out, asked for his fare, and then left. The lecturer in the course of a tribute to those who, bereaved themselves, helped to bury the dead after the calamity, mentioned the valuable services of the officers and men of H. M. S. Hawkins, Durban and Despatch.

At the close of the lecture a collection was taken in aid of the churches and Church work in Tokyo and Yokohama.

JAPANESE SUBMARINE REFLOATED.

Kure, November 3.—Submarine 26, which sank on October 29 during a memorial service to the Submarine 70 victims, has been successfully refloated.—*Reuter*.

HONGKONG FINANCES.

FIFTEEN MILLION DOLLAR BALANCE.

The *Gazette* contains a comparative statement of revenue and expenditure for the seven months ended July 31st. This shows that the balance on that date was \$15,822,941, as compared with \$15,367,011.

The total revenue for the seven months was \$14,541,003, as against \$13,293,750 for the corresponding period last year; whilst the expenditure totalled \$11,378,703, as compared with \$95,903,559. For the month of July, revenue totalled \$1,944,155, compared with \$1,786,520 last year; whilst the respective expenditure figures were \$1,499,235 and \$1,312,332.

22 YEARS AGO.

ITEMS FROM OUR FILES.

October 25, 1901.—The death is announced from Sydney, of Mrs. John Lemm, wife of the Hongkong architect.

Yesterday evening, at the Volunteer Camp, there was arranged another of those serious items of camp life, so essential to the proper training of the amateur soldier in Hongkong; we refer to the visit of His Excellency the Governor (Sir Henry Blake) to take dinner with the officers.

Oct. 28, 1901.—It is announced that Professor A. L. Metz, of Tulane University, has succeeded in making a small block of solidified air. It was laid on an anvil and as he struck it, the hammer bounded off as though it had been a piece of rubber.

"The sporting season, so far as Hongkong is concerned, commenced in earnest last week, and taking it all round, cricket, football, rowing (there was none), baseball (an attempt), volunteering (under the heading of sport) there was about as poor a showing as could be imagined considering the size of the community."

Oct. 29, 1901.—The "Guiding Star" ferry boat belied her name once more yesterday evening and created a considerable amount of amusement for a crowd of on-lookers by her heroic efforts to knock the poles off the Ice House Street wharf.

Miss Katie L. Hooper and Mr. Cyril Pemberton were married this afternoon at St. John's Cathedral. Mr. Pemberton is widely known in Hongkong as one of the best of good fellows.

Oct. 30, 1901.—Prince Chun visited the Colony and was accorded an official and public welcome and entertained by the Governor. He was later entertained by the leading Chinese, among those responsible for the arrangements being Mr. Lau Chu Pak and Mr. Ho Fook.

Oct. 31, 1901.—A manager for the Institution of Engineers and Shipbuilders of Hongkong is advertised for.

A strange thing happened. There was little of interest in this day's issue of the *Telegraph*.

Nov. 1, 1901.—It is reported that General Louis Botha was very nearly captured by Colonel Rimington.

The statement is made by Dr. J. H. Webb, of Australia, that he has discovered a cure for cancer. He asserts that he has cured patients by giving them soap to eat.

DESIRES.

BY BERTON BRALEY.

Man looks for little here below,
A little chance, maybe,
To find in Love a little glow,
In Youth a little glee;
A little time for frivolling
Before the years are shrivelling
A spirit glad and free.

Man gets but little here below,
Nor keeps that little long;
A little hour perhaps to know
A little mirth and song,
A little strength for laboring,
A little time for neighboring
With friends among the throng.

Man looks for little here below,
And little does he get,
Save, now and then, a little show
To earn, by work and sweat,
A little cash for squandering
On pleasuring or wandering
To ease the heart of fret.

Man, hoping little here below,
Wins even less, it's true,
Most of his little visions go
Quite swiftly up the blue;
Life has a heap of stings to it,
Yet, golly, how man clings to it
Until his time is through!

DAY BY DAY.

A gang of suspicious characters who came down the steps leading from Excelsior Terrace to Robinson Road, last night, made their escape after showing a revolver and dagger to an Indian constable who endeavoured to search them.

Searching the *Empress* of Australia on her arrival here yesterday morning, members of the Water Police took from the oil fuel inlet casing in "D" deck, 85 tins of prepared opium, 67 Mausers and 3,700 rounds of ammunition, apparently left there by a member of the Chinese crew. The drug and arms were confiscated by a magistrate's order this morning.

Off Cape Collinson, whilst the liner was making for harbour, a Chinese passenger jumped overboard from the *Empress* of Australia towards a sampan. The ship's officers reported that they saw a white cloth being waved just before this apparently as a signal. The ship was immediately put full speed astern, but before this the man had been picked up by the sampan and rowed ashore.

An advertisement appearing on Page 11 of this issue draws attention to an exhibition of the latest winter Paris models of ladies' evening gowns. Mr. B. Sidline, who has brought these to Hongkong, is representing such famous fashion centres as Angelo, Bechoff, Juliette Courtisien, Charlotte Floch, Lucy, Marise and Jeanne Steines. A special feature of this display is that from every model only one single dress will be sold in this city.

WIRELESS.

WARNING TO SHIPS IN PORT.

It is notified in the *Government Gazette* for the guidance of masters of vessels that, although regulations made under the Wireless Telegraphy Ordinance, 1913, do not prohibit the use of wireless telegraphy on board a merchant ship, whether British or foreign, whilst such ship is in any of the harbours of the Colony, for the purpose of making or answering signals of distress, calls for assistance should only be made in bona fide cases of danger, and, except in exceptional circumstances, only by the vessel in distress. In typhoon weather special care must be taken, as at such time any wireless telegraphy signalling, not absolutely necessary, might seriously interfere with urgent communications from vessels at sea. On the signal "Q.R.T." being made by Cape D'Aguilar, vessels in the harbours of the Colony must immediately cease making signals.

THE CHERIBON STATION.

It is further notified that the following information has been received from the British Consul-General, at Batavia:—"Commencing from 1st November next, the coast-station at Cheribon belonging to the Department of War will be opened for public communication with ships at sea."

The working hours of the wireless coast-station at Cheribon will be as follows:—On working days from 7 a.m. to 6 p.m.; On Sundays and holidays from 9 a.m. to 10 a.m. and from 4 p.m. to 5 p.m. The above hours are all expressed in terms of Mid-Java time.

GIRL'S SUICIDE.

CHOPPED HER HAND OFF.

From the Wanchai district comes the report of a strange case of suicide. A young woman, recently arrived from the country on a visit to her husband, a tramway ticket inspector living at No. 10 Tai Yuen Street, cut off her left hand by severing it at the wrist with a chopper, and died from shock and loss of blood. The incident occurred at 8 o'clock last night. On the police being apprised, the remains were removed to the Mortuary.

Information gathered by the police was that a quarrel had occurred between the deceased and her husband. The woman had refused to return to the country, and apparently the matter had preyed so much on her mind that she took her life. She also severed two toes of her left foot in addition to chopping off the left hand.

THE VICTROLA.

is the only instrument recognised by the world's Artists. Ask Mouries for a Catalogue.

DAIRY FARM NEWS

WEEK - END SPECIAL DEVONSHIRE CREAM

75 cents per phial

The Dairy Farm Ice & Cold Storage Co., Ltd.

DELICIOUS ICE-CREAMS, SUNDAES AND SUMMER DEVERAGES

Specially prepared, to ensure PURITY AND EXCELLENCE

AT CAFÉ WISEMAN

Lane, Crawford Limited.



ST. ANDREW'S BALL

PRACTICE IN YOUR OWN HOME

The EIGHTSOME REEL

The FOURSOME REEL

COLUMBIA RECORD

No. 270.

(NEW - PROCESS)

ANDERSON'S

THE U.S. DESTROYER DISASTER.

ALL THE OFFICERS BLAMED.

(Reuter's Service)

(Continued from Page 1.)

New York, November 2.—The Court of Enquiry into the destroyer disaster attributes the stranding of the vessels primarily to "the inefficiency and negligence" of the commanding officer of the *Delphy*, which led the squadron, but holds the officers of the other vessels culpable for following blindly when disaster loomed before them.

The Court found that the weather and other conditions were an insufficient excuse for the disaster, which involved a loss of over thirteen million.

There is much newspaper discussion on the principles involved in the findings. The *Herald* describes as a commonsense view the assertion of the Court that in peace manoeuvres, unlike war conditions, it is not obligatory on commanders to follow unquestioningly any plan involving great risk to their vessels. The *Tribune* is inclined to question this doctrine.

MALARIA EPIDEMIC IN RUSSIA.

Moscow, November 2.—The Commissar of Health states that typhus and cholera have ceased to exist in Russia as epidemics, but malaria is increasing and has in some places disabled sixty per cent. of the working population.

IRISH BOUNDARY CONFERENCE.

London, November 2.—It is announced that the Dublin and Belfast Governments have accepted the invitation of the British Government to appoint representatives to confer with them on the boundary question.



NEW STOCK OF GENTLEMEN'S UNDERWEAR.

VESTS—Long or Short Sleeves

DRAWERS—Knee or Ankle Length

also
COMBINATIONS

These have been made of good quality yarns by "Wiyella" and other leading makers and stocked in all weights. Price from \$4.75.



"JAEGER"

SWEATERS in all Shapes in White and Fancy Wool and Camel hair for all occasions.

WAISTCOATS with or without sleeves.

also
DRESSING GOWNS, GOLF HOSE, SOCKS, SHIRTS, SLIPPERS, TRAVELLING RUGS.

Wm. POWELL Ltd.
Hongkong Hotel Buildings.

J. T. SHAW

Tel. Central 692.

Ladies' & Gent's Tailor

ANOTHER CONSIGNMENT OF

Suitings & Overcoatings.

— JUST ARRIVED, SUITABLE FOR —

Autumn & Winter Wear

SUITS From \$60.00

Perfection in Style & Fit Guaranteed.

No. 11 Beaconsfield Arcade
(Opposite City Hall)

BRANDIES.

Legrand et Fils.

Courvoisier & Co.

Rouyer, Guillet & Co.

John Ershaw No. 1 & Very Fine Old Liqueur

F. O. V. Liqueur.

B. B. Pale Old Liqueur.

CALDBECK, MACGREGOR & CO., LTD.

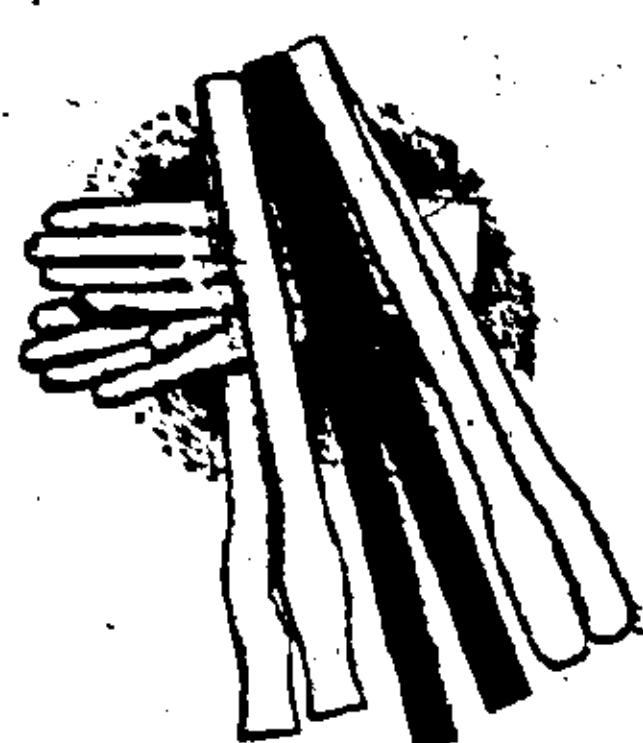
15, Queen's Road Central. (Telephone Central No. 75)

Now, is the winter of the Pipe Smoker's content. As the Government will not reduce the Duty on Tobacco, we have reduced our prices for the following Brands:

| | |
|---|--------|
| Skippers | \$1.20 |
| Pinnace Navy Cut | \$1.20 |
| B.D.V. Mixture | \$1.30 |
| Cordangan | \$1.50 |
| Boardmans, Chairman, Recorder, John Cotton, Barneys, Parson's Pleasure, Punch Bowl, Army Mixture all to | \$1.50 |
| Ardath | \$1.40 |
| Vafiadis Egyptian Cigarettes reduced to non plus ultra | \$1.00 |
| La France | \$1.40 |
| Dames | \$1.40 |
| Superfines | \$1.30 |

THE HONGKONG CIGAR STORE, LTD.

FOR EVENING WEAR



Black and White Ties
Newest Shapes
White Gloves
Cotton, Kid or Fabric
White Scarves
or Cotton or Silk.

Black Silk Socks.
per pair \$2.50, \$4.00, \$7.50
White Dress Waistcoats.
each \$7.50, \$9.50, \$10.50
Dress Shirts, stiff or pleated.
each \$3.50, \$5.00
"Summit" Collars, quarter sizes
per dozen \$7.00, all shapes
Patent Leather Shoes or Pumps
per pair \$14.50
All of the newest and in the best taste

MACKINTOSH

& CO., LTD.
Men's Wear Specialists
Alexandra Bdg. Des Voeux Road

NEW GOWNS

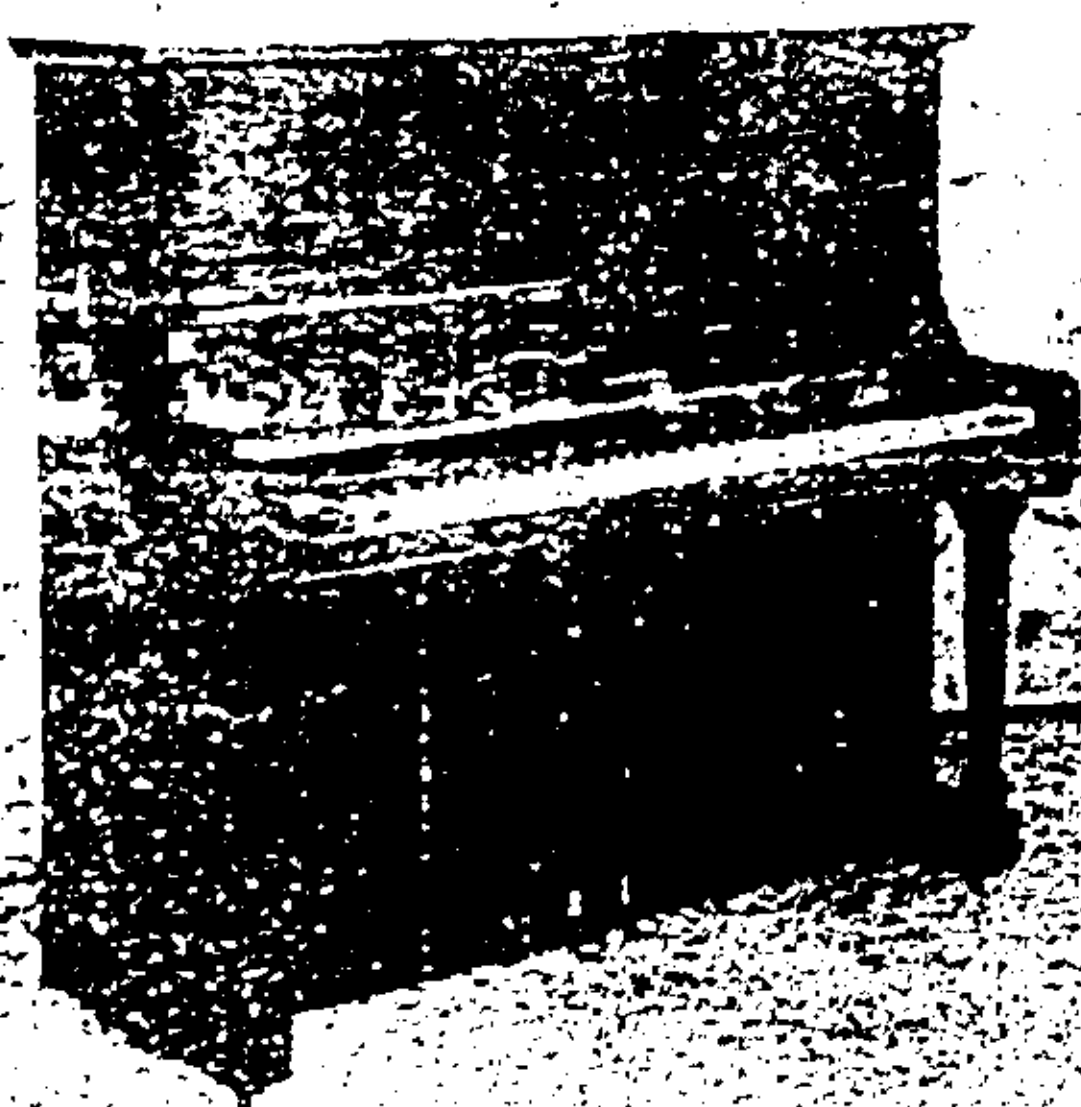
TEA FROCKS
EVENING GOWNS
EVENING GLOVES
CHAMOIS GLOVES

MADELEINE PEARSON

St. George's Building,
Next Cafe Wiseman. P.O. Box 330, Telephone 2313.

MORRISON PIANOS.

Guaranteed for Seven Years



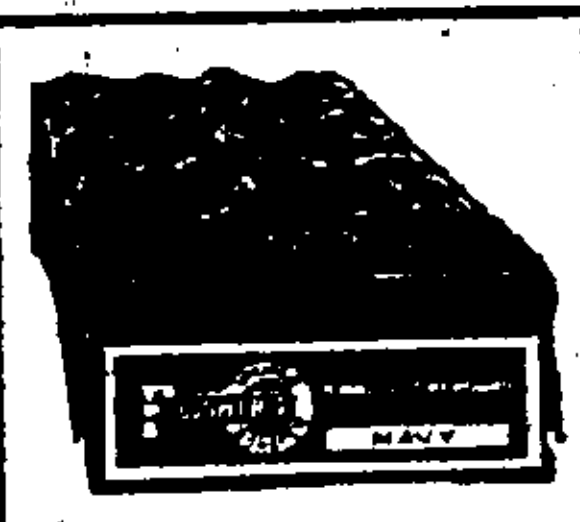
Built to Suit This Climate.

TSANG FOOK PIANO CO.

Telephone No. 2127. 94A, Wanchai Road.

YEE SANG FAT CO.

PHONE. 1355 CALL AND SEE OUR WINDOW DISPLAYS PHONE. 1355



Just Received
FLEISHER'S

Pure Wool Knitting Yarn
Pure "Silkanwool" Knitting Yarn
in all colours. Price Reasonable.

**Ladies, Gents &
Children's
Soft Felt Hats**

EVERY ONE IN
Different Styles & Colour. Call & See Them
— AT —

YEE SANG FAT CO.

CAMERA NEWS.

THE RECENT HONGKONG FLOODS.

(Photos by Ming Yuen Studio.)



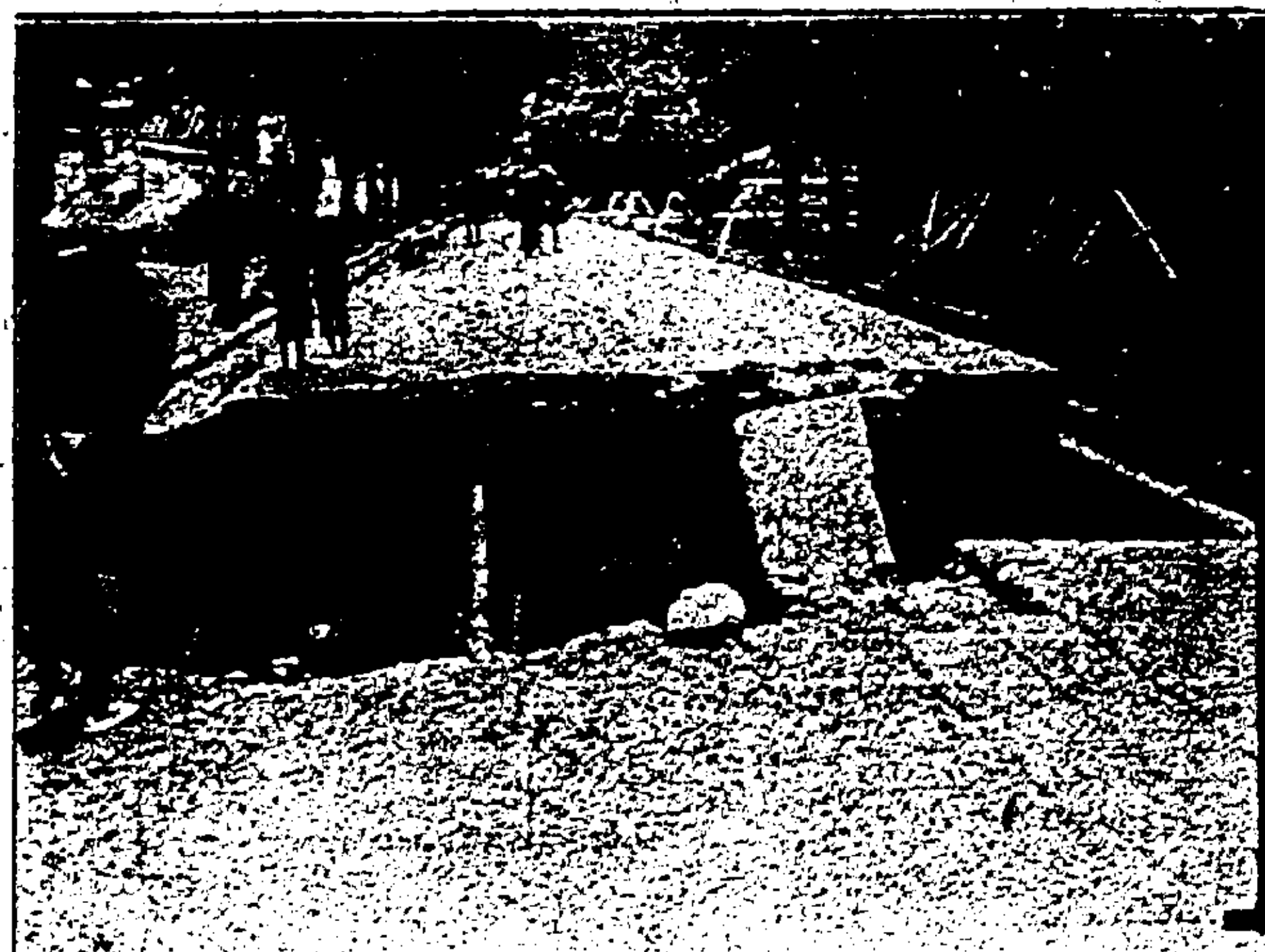
Water rushing over the broken wall in front of Saiyingpun School. Ladders close to Chinese sign were used by police in rescuing women and children from servants' quarters.



Photo shows water pouring out of Saiyingpun School, with some of the staff on the damaged wall.



A burst nullah caused this gap in the roadway near the slaughter house at Kennedy Town.



Another picture of the damaged road at Kennedy Town.



This is what a burst nullah did at the foot of Wyndham Street.



Fall of rocks and earth at the back of Belcher's Street.

"HOW CHANGED FROM WHAT HE WAS."



Yes! and how changed you are. Yourself or your CLOTHES will be in DRY CLEANING SERVICE

STEAM LAUNDRY CO.

Head Office & Works Yammat, Tel. 32. Hongkong Depot, 16, Stanley Street, Tel. C.1273. Hongkong Depot, 62, Praya East. Kowloon Depot, 19, Canton Road, Canton, 19, Sharki Central, East. Write or Phone for price list.

WE SPECIALISE IN EVERY FORM OF WHOLESALE ICE-CREAM.



THE LATEST MACHINERY IS EMPLOYED TO ENSURE PERFECTION AND PURITY

ON LOK YUEN
Opposite Dragon Garage.

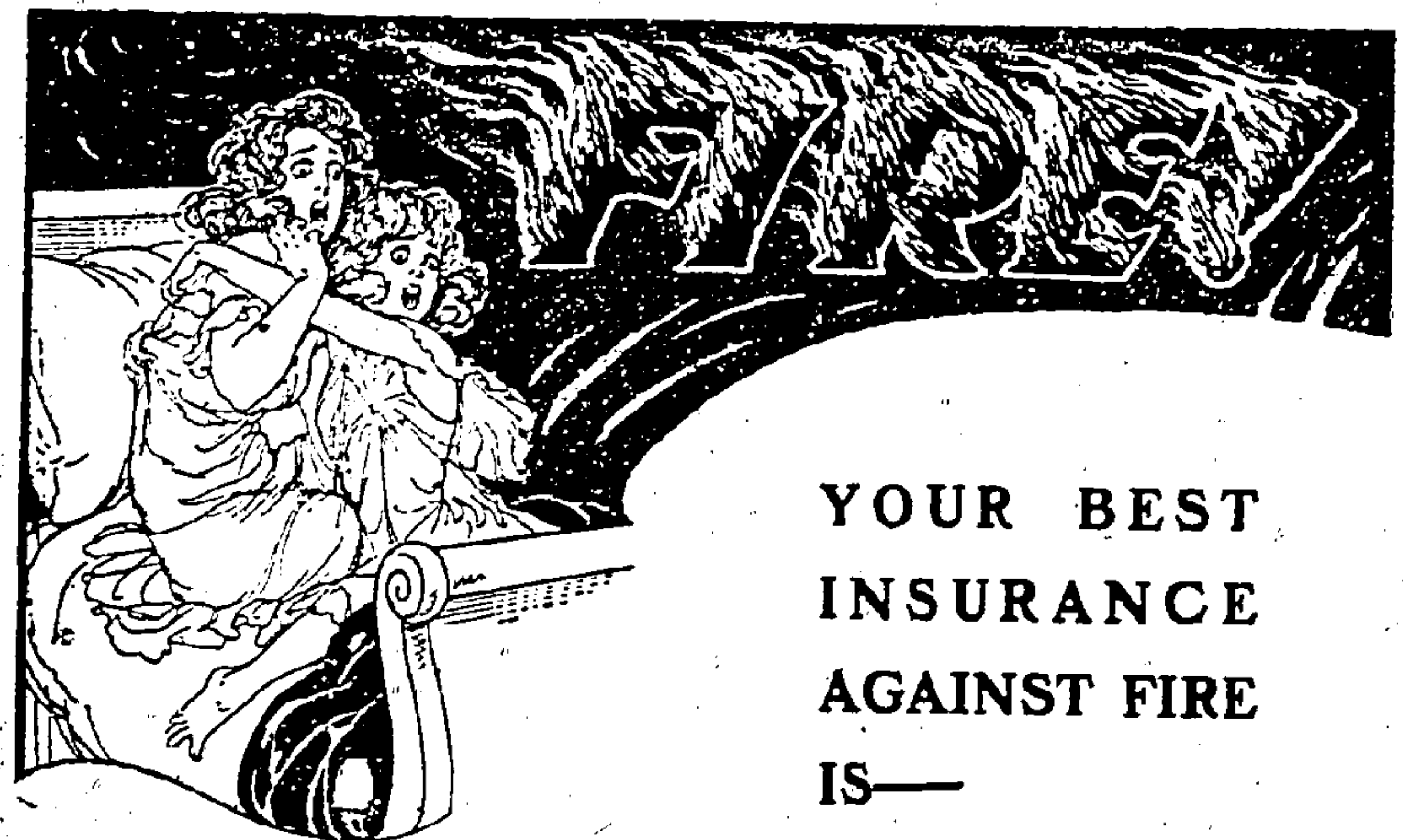
HALL'S DISTEMPER
The KING of Water Paints

It's Sanitary, washable, and high disinfecting qualities make it the ideal wall covering for your home or office.

Handled by all Contractors and Painters.

Write for our Brochure on "How to decorate your Home" to

William C. Jack & Co., Ltd.
Sole Agents.
HONGKONG & SOUTH CHINA.



YOUR BEST INSURANCE AGAINST FIRE IS—

Foamite Firefoam

FURTHERMORE

You are not troubled with constantly recurring expenditure.

The initial outlay is negligible compared with the thousands of dollars you run the risk of losing should a fire break out in your home.

Full Particulars From:

The United Asbestos Oriental Agency, Ltd.
2, Queen's Buildings Tel. Central 238

THE WORLD OF RADIO.

A Revolution in Valves.

As most enthusiasts know only too well, the cost of valves, both for sending and receiving, is very heavy, even in an amateur set. This expense is proportionately greater with the increase of the size of the valve and the power of the station, and as large valves, subjected as they are to very high temperatures, very quickly wear out, large broadcasting stations find their bill for valves very great.

It was consideration of the impracticability of the ordinary glass valve (says the Paris correspondent of *Popular Wireless Weekly*) which drove M. Holweck, a Parisian scientist working at the Radium Institute, to invent a valve which could be taken to pieces and repaired. His new valve has been so successful that two have been in continuous use at the Eiffel Tower station since May 23rd, 1923.

The difficulties to be overcome in constructing a three-electrode valve of this sort were very complex. The filament touches temperatures of 2,700 degrees absolute, and it had to be borne in mind that the coefficients of the glass and the various metals used was different, otherwise serious difficulties would be encountered in keeping the interior of the valve in vacuum.

The principle upon which the Holweck valve has been constructed has been to use the plate of the valve as its foundation—that is, the red copper plate which surrounds the grid and the filament forms the cylindrical exterior of the valve. This plate is cooled by a water jacket, and is fitted at the top with a glass tube upon which rests a metallic cap from which the grid and the filament are suspended.

The joints of the valve at the junction of this glass tube and the plate, and at all other joints, are of rubber rings made of specially prepared rubber—rubber from which all volatile matter and excess sulphur has been carefully removed. These joints are, moreover, arranged like stuffing boxes, so that only the very smallest area of the rubber joints can come in contact with the extremely rarefied gases in the interior of the valve.

The filament is carried by two nickel rods, and the negative current is carried to one electrode, by the insulated electrode. The other electrode, is joined to the metal cap, to which can be soldered the connection to the positive pole of the accumulators. The filament con-

sists of 35 cms. of tungsten wire, 0.05 cm. in diameter. The heating current is of 35 amperes. The proper tension of the filament is assured by the insulated rods, pressed down by the spring.

The grid is carried by a splitting, which is held by its own pressure in the glass tube, which is joined to the plate in the manner already described. The grid is a spiral, 1.8 cm. in diameter. The plate is 11 cms. long, and has a diameter of 4.5 cms. The vacuum necessary for the proper functioning of the valve is obtained by means of a special helicoidal molecular pump.

This pump, also invented by M. Holweck, can empty the valve in 30 seconds. During the whole time the valve is being used the pump is working. It may be said to work on the same principle as the moving causeway with which we are familiar at exhibitions. I am tempted to use a similar analogy to Captain Eckersley's when he spoke of the electrons as "little guys thirsting for a drink." Well, imagine a large crowd of blind (no, not what you mean) men rushing in and out of a room which has only one door. The room is the valve and the blind men are the molecules. Now suppose that you fit a moving path leading from the room and out of its only door. The effect will be to hurry those blind men who are hurrying out still quicker, and if your moving path goes fast enough the progress of the blind men who are hurrying in will not merely be retarded, but they will never reach the room, and those wandering inside will be expelled little by little.

M. Holweck's pump is on the same principle. The end of the valve is connected to a spiral corridor, the floor of which is in continual motion. All the molecules which enter this corridor and land on moving parts are hurled away very violently, rebound from the sides to the moving floor, and are again hurled further away. So efficient is this pump that it will cause the pressure in the valve to fall in 30 seconds to 1-1000th of a millimetre of mercury. All air and any gases released by the heated metals disappear, and the valve works perfectly once the preliminary vacuum is established, as all listeners to the Eiffel Tower radio concerts for the last two months can testify.

With a tension of 5,000 volts at the plate, the power of the aerial is 8 kilowatts (35 amperes). With 4,000 volts the power is still 58 kilowatts (30 amperes), which is in the ratio of 8 to 10. Actually the valve is used so as to give an aerial power of 5 to 6 kilowatts.

This new valve is not costly; it is easily repaired and light, and will no doubt be adapted for use on ships, dirigibles, aeroplanes, and everywhere where shock and vibration is likely to cause the breakage of the filament, the melting of the plate, or injury to the grid. It is evident that every part of this new valve can easily be repaired or replaced.

RECENT INVENTIONS.

Amongst recent inventions are the following:—

M. Latour.—Inductances.—Iron-cored reactance coils having H.F. currents superposed upon a direct magnetising current for use in modulators or static frequency changers are arranged as two groups in series, and have a reactance-capacity shunt to prevent by-passing, the D.C. supply and signalling key being inserted between the reactance and the two groups.

H.J. Round.—Telegraphy.—For eliminating atmospherics from graphically recorded signals a directional aerial is coupled to two series of oscillatory circuits in cascade, one of which is tuned to the signals and the other so as to give a resonance curve not quite overlapping that of the first. The resulting currents are rectified and opposed, and operate a recorder. Marks are produced either side of the zero line, but for certain phase values of signals and atmospherics, their amplitude is zero, and therefore a second aerial spaced a good part of a wave-length from the first and with similar connections is employed. The errors are seldom identical, and the two currents may be combined to produce a record of every signal.

H.L. Thomas.—Inductances.—Multi-layer coils and their plug connections are embedded in insulating material in a mould, the whole forming a solid block impervious to moisture, etc. A mix-

Kinks O' The Links

Question.—Player drives from the tee. The course taken by his ball makes it seem that he has gone out of bounds. Upon reaching his ball he discovers that it is lying just within bounds. The position of the ball, however, is such that the player in order to properly play same must assume a stance that is out of bounds. Is this permissible?

Answer.—If a player's ball is within bounds, the player has a perfect right to stand out of bounds in assuming his stance, if he believes by so doing he will be able to get away a better shot.

Question.—Has a player the right at any time during the playing of a hole to ascertain the number of strokes his opponent has played? Is there any penalty if an opponent gives the wrong information as to the number of strokes he has played?

Answer.—A player is entitled at any time during the playing of a hole to ask his opponent how many strokes he has played. Very often such knowledge has a considerable influence on the play. If a player gives wrong information as to the number of strokes he has played, he shall lose the hole unless he corrects the mistake before his opponent has played another stroke.

Question.—Is there any difference with the order of play on the putting green than through the fairway? If a player puts out of order on the green how can the mistake be rectified?

Answer.—When both balls are on the putting green, the same custom that prevails in the rest of the game is followed, the one farther from the hole is played first. If a player nearer the hole should err and play first, his opponent has the right to recall the stroke, make him replace the ball and wait until his proper turn.

THE ELEPHANT WON.

Sagacious Beast's Ruse.

It is not always that the elephant has the best of the argument. A Calcutta paper has an interesting and singular story illustrating the perversity or the intelligence of elephants. A certain zemindar lent his elephant to a friend who wanted it for the purpose of adding dignity to a wedding procession. In order to reach its destination the elephant had to cross the Ganges.

As a rule these animals do not need much persuasion to enter the water but the beast in question absolutely refused to quit the bank of the river. However, as it was very tame, hundreds of coolies were collected and by tying ropes round its neck and legs they succeeded in pulling the animal bodily into the river. As soon as it got into deep water it turned over on its back, and in this ignominious position with only its four feet and the tip of its trunk showing, was towed across by a couple of boats. Arrived safely on the other side the beast got on its legs again. Then, after all the ropes had been taken off and the mahout was triumphantly waiting to mount, the beast walked into the river and swam back to the other side, when it quietly made its way home again. The mahout explains its action by saying it believed it had been sold and was determined not to leave a home where it was treated as a pet.

ture of 58 per cent. paraffin wax, 13 per cent. resin, and 4 per cent. ivory black is suitable for pouring into the mould.

C. F. Elwell, Ltd. & B. E. G. Mittell.—Receivers.—Valve receiving sets are fitted with plug-in jacks so that as the telephone is admitted the plate circuit is broken and the filament circuit completed. Further, the insertion of the plug to one valve of a panel lights up all the valves between it and the aerial.

C. V. Morris.—Valves.—One or more resistance coils are arranged around a valve socket within or without a casing and a contact is provided so that the resistance is in series with the filament and may be varied by rotation of the contact around the socket.

Patent Electric Co. Inc.—Inductances.—Inductance coils are mounted upon holders permitting them to be adjustable in two planes, as, for example, a horizontal shaft journaled in a sleeve upon a vertical post. Bevel gear may effect the adjustment, and a fixed inductance may be used in conjunction with one or more coils so mounted, to give a wide range of variation.

RADIO

COMPLETE SETS OR PARTS

ALL MATERIALS IN STOCK INCLUDING HEAD SETS "A" & "B" BATTERIES.

COMPLETE SET OF PARTS TO MAKE UP A THREE VALVE SET, ALL IN ONE CABINET

NEAT—COMPACT—RELIABLE

PRICES MODERATE FOR HIGH CLASS EQUIPMENT OFFERED.

SHEWAN TOMES & CO.
Tel. 781.



Your Children's Clothes LUX

will make light work of keeping the children nicely dressed. Linens, lawns, organdies and batistes can be made to last just as long as the dark, ugly ginghams.

It is so easy to wash the children's clothes in LUX. The thin, white, silky Lux flakes, specially made by our own exclusive process readily dissolve into a rich bubbling lather, as harmless to fine fabrics as pure water itself. Just squeeze the creamy suds through and through the little garments, rinse, squeeze out surplus water, and hang to dry. Do not wring or rub.

Lux stands supreme for washing fine clothes. It is sold only in sealed packets—dust-proof!

AGENTS:—
The China Soap Co., Ltd.,
Shanghai-Hongkong-Tientsin
Hankow-Tsinanfu-Moukden

THE HUMAN ZOO



HOME SWEET HOME

A RELIC LEFT BY AN OLD-FASHIONED DAD

WOMEN'S INTERESTS



Long skirts are expected to be the favourites for all afternoon and evening wear; however, it will be the modish two and three-piece suits for early Autumn and winter wear that will show trim ankles. Tailored dresses, too, and shaggy topcoats will be shorter.



The flounce starts from the waist, ripples down the side of the skirt, and then extends around the hemline. The back of this dress is straight, the sides have a little fullness to emphasize the long lines even better.



Charmeen is the newest fabric for Autumn and winter wear. The dress sketched is made of very charmee combined with a brocade satin. Notice the waist-coat front to the blouse and the attractive loose sleeves.



The "Coat with a Cape" is here to satisfy every demand for Autumn and winter. The cape back reaches well below the waist. The double collar almost covers one's chin. The smart side closing may be marked by long ties or a buckle. Silk or metal embroidery or braid is used for the borders of trimming.



Whatever the model and whatever your age, one sport blouse you have must be made of flannel. Red or white flannel, blue flannel, green flannel, worn with a pleated white skirt, makes one of the smartest of sports costumes.



The tailored skirt illustrated is of white alpaca. The second skirt is of heavy crepe, the third of crepe-back satin—they are of such varied styles that, with the proper blouse, they are good for everything except the most formal evening wear.



A very full sleeve gathered in a tight cuff is being featured by Parisian designers. The two models sketched have other features of the new Autumn styles. One has pleated side panels and a new tailored neckline. The other has a new collar, too, and side fullness on the blouse as well as a full skirt.

FASHION GOSSIP.

Moire silk will be used a lot for three piece costumes, and the new material—crepe-jersey—will be made up into coat frocks and long capes. Some of the earlier models are trimmed with pipings of fur (they are too narrow to be called bands) that are curved and formed into spiral motifs of decoration on a coat or costume; tiny pipings of fur are also used as a means of finishing off the seams of a coat or skirt, or, again, to decorate the edge of a short coat where it grips the hips.

Our figures are to be slim in spite of all the threatened crinolines, which will not be seen in any great numbers. The picture frock for the young and slender will, however, always boast of billowy folds, for few girls can resist the charm of the full-skirted dance dress.

Many of the new knitted suits have jumper coats instead of the more usual open coat. The patterns are of the peasant description—very bright and very striking, while the skirt is quite plain.

DO YOU KNOW?

That a flat rubber band twisted round a screw-topped bottle which is hard to undo, will give a splendid grip?

That newspaper is one of the finest window-polishers, and that tissue paper is equally good for cleaning silver?

That a teapot put away with a lump of sugar in it will not taste mouldy afterwards.

That nylon or other thin fabric will machine perfectly well if you machine it with a piece of tissue paper over it?

That skim milk used instead of water for whitening shoes will prevent the whitening coming off on your clothes?

That a lump of sugar dissolved in the final rinsing water makes lace or fine muslin just stiff enough?

That soap rubbed along the edges of a drawer will prevent it sticking?

That jumpers should always be put to dry flat on the ground in a towel, as they go out of shape when hung?

FLAT SILK PURSES.

There is a new fashion for flat silk purses of large wallet shape, big enough to take a passport and other important papers that the traveller may be asked to produce on all occasions. Made in satin-strips moire silk, or in real Paisley fashioned from old-fashioned shawls, it is astonishing how smart these can look. Some of these new flat purses are made with a pocket that runs the

SHE FANCES DIVINELY.



Luisita Arnold, celebrated Spanish beauty of Los Angeles, whose dancing featured the Mexican colony's celebration of American recognition of the Obregon government and the 115th anniversary of Mexican independence at the lavish fete held in Los Angeles.

entire length—fashioned of shiny black leather, or the new varnished red kid.

Bags of this shape are sometimes fashioned from old Spanish silk shawls decorated at the bottom with a heavy silk knotted fringe, while brightly coloured tassels finish off the top corners, the fastening being a coloured jewelled clasp.

SCENTED FANS.

Scented fans, which waft fragrant breezes of rare perfumes, are a fashionable luxury. Made in many original and picturesque shapes they are mounted with delicate textures and lovely laces so that they are things of beauty as well as fragrance. The patentee is a woman who shows the fans at her London studio.

Of course, only delicate perfumes are used, or the result, especially at any gathering where several scented fans were in constant movement, might be the reverse of pleasant! Women who like to employ the same fragrance for face creams and powders and bottled scents will welcome one more opportunity of extending the pretty whim.

OUR EVENING GOWNS.

Fur is used to a tremendous extent for trimming evening gowns. At one designers was seen a delightful frock for a girl, made of sea-green silk gauze, with a fine gold line running through it; the full skirt was scalloped round the edge, and bordered with a band of sable. The model could very easily be copied, and a less expensive, or an imitation fur, be made to take the place of the princely sable.

Many evening dresses at another designers are trimmed with one or even two bands of fur, four inches wide, placed across the back and front. One model showed a slanting apron front finished with a deep band of black fox fur to hold it out.

At still another house the evening models are all short and straight and most of them are finished with little wing sleeves that fall loosely from the shoulder blade to the waist, and look much like a loose wing cape.

Although white, ivory and all pastel shades hold pride of place in the matter of colours, there is also a great deal of black being worn.

THIS WEEK'S RECIPE.

Walnut Toffee.

For walnut toffee, toast the shelled nuts until they are crisp, then chop them roughly. Boil together 1 lb. granulated sugar, 1 oz. butter, 1 dessertspoonful of vinegar, and 1 gill of water until the mixture will break off like thin glass when dropped into cold water; then add the nuts (any kind can be used), and pour into an oil tin.

INTERESTING ITEMS.

Flowers of silver cloth arranged in rows on the collar and cuffs of a turquoise blue evening coat that fastens with roses.

Pumps of gold or silver brocade are worn with flesh coloured stockings with practically any type of evening frock.

VOICE OF A MATURE WOMAN.



Letty Noleis is but 15, but already has the deep, rich, mature soprano voice of a mature woman. She is the child musical prodigy of the year at the Chicago Musical College. All vaudeville offers have been refused and she will continue with her studies.

Those who like "rich" materials—what a queer old-fashioned sound that word has, since all our fabrics are costly and beautiful—will welcome the wonderful velvets in many shades of blue, which will be seen during the autumn months. The material is "rich" enough without trimming, but we are to have gold and silver braid and embroidery and fanning on the velvet frocks of the coming season.

The three-quarter coat of embroidered cloth, very expensive, but very charming, with a huge collar of the material edged with fur, will be seen again though the very short, plain coat has had its day. The new models are a little longer than the old, and will not be gathered in a pouched effect into a band as the designs of last winter and spring.

ALMOST READY TO WEAR.

A much favoured material that has found a new use is artificial silk stockinette, which is increasingly employed for lingerie.

The manufacturers offer a distinct advantage to those who make their own undies by producing this material partly made up in accordance with the various garments for which it may be required.

The camisole, with lace edged and slotted for elastic, is already well known, but the cami-knickers or combinations with a new departure. The width is such that it will fit the average woman from underarm to above the knee. The top edge is finished with wide lace, and the other edge—the part that forms the knees—is provided with a narrower edition of the same pattern lace. Thus all that has to be done is to cut out the lower part and stitch up.

TWO PRIZES FOR BEAUTY.



Miss Ruth Malcomson, high school girl of Philadelphia, won the silver trophy at Atlantic City not entered in the inter-city beauty contest. The trophy was also awarded her in the amateur division.

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CANADIAN PACIFIC

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| Hongkong | Vancouver | MELITA | Dec 11 |
| Vancouver | Montreal | MELITA | Dec 11 |
| Montreal | Quebec | MELITA | Dec 11 |
| Hongkong | Vancouver | MELITA | Dec 11 |
| Vancouver | Montreal | MELITA | Dec 11 |
| Montreal | Quebec | MELITA | Dec 11 |

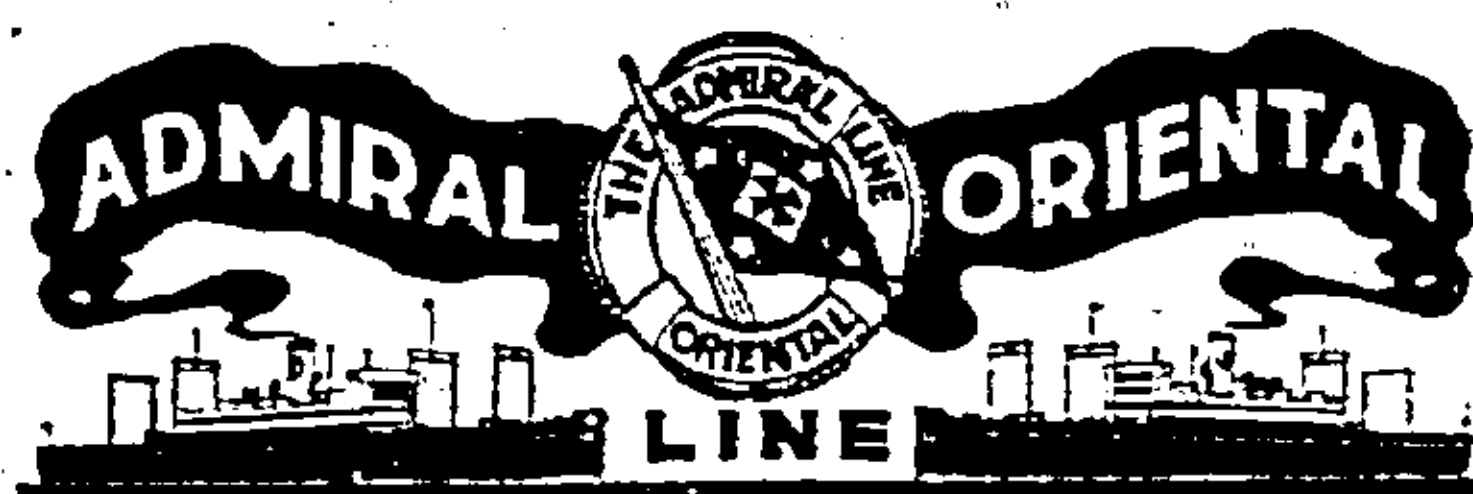
Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Hamburg and London. All routes via Canadian Atlantic Steamers held here and through tickets issued. Early reservation necessary.

HONGKONG MANILA SERVICE

Commencing with the arrival of the Empress of Russia, 25th March, the Empress of Russia and Empress of Asia will be the round trip to Manila from Hongkong leaving Hongkong on Wednesday after arrival, arriving Manila Friday Morning, leaving Manila Saturday Evening and arriving Hongkong Friday Morning, leaving Hongkong Sunday Evening and arriving Hongkong Monday Morning, 7 a.m.

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| "PRESIDENT MADISON" | Nov. 18th. |
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| "PRESIDENT JACKSON" | Dec. 12th. |
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TO MANILA

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Telephone Central 2477 & 2478 No. 4, Des Vaux Road.

CANADIAN PACIFIC

TO

MANILA

Commencing with the arrival from Vancouver of the "Empress of Russia" 25th March, the Canadian Pacific will inaugurate a New Service between Hongkong and Manila by the Steamers "Empress of Russia" and "Empress of Asia."

Leaving Hongkong regularly on the Wednesday after arrival from Vancouver the Steamers will arrive at Manila, Friday Morning, leave Manila Saturday Evening and arrive back in Hongkong, Monday Morning 7 a.m.

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PACIFIC SHIPPING.



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| S.S. STANLEY DOLLAR | End of December. |
| S.S. STUART DOLLAR | 15th January. |

For New York & Boston via Suez.

| | |
|--------------------|----------------|
| S.S. M. S. DOLLAR | 2nd December. |
| S.S. ROBERT DOLLAR | 29th December. |

For San Francisco and San Pedro.

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| S.S. STANLEY DOLLAR | End of December. |
| S.S. STUART DOLLAR | 15th January. |

For Rates and Particulars Apply to

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| SIBERIA MARU | Nov. 30. |
| TAIYO MARU | Dec. 13. |
| YENYO MARU (Calling at Manila) | Dec. 26. |

| HONGKONG TO VALPARAISO | |
|---|-----------------|
| VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLENDU, ARICA & IQUIQUE. | Leave Hongkong. |
| THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AYRES. | Leave Hongkong. |
| SEIYO MARU | Dec. 4. |
| RAKYO MARU | Jan. 10. |

JAPAN-HONGKONG-JAVA SERVICE

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U.S.S.B. "West Prospect" Due Hongkong 25th Nov.

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U.S.S.B. "West Sequana" Due Hongkong 18th Nov.

Leaves Hongkong 19th Nov.

U.S.S.B. "West Mahwah" Due Hongkong 2nd Dec.

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S.S. CITY OF ORAN via Suez Canal 5th Nov.

S.S. TEUCER via Suez Canal 15th Nov.

S.S. AJAX via Suez Canal 25th Nov.

S.S. CITY OF CORINTH via Suez Canal 4th Dec.

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| MACHAON | 20th Nov. London, Rotterdam & Hamburg |
| GLAUCUS | 24th Nov. London, Rotterdam & Hamburg |

LIVERPOOL SERVICE

(Direct or via Continental Ports)

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|----------|---|
| OANFA | 30th Nov. Genoa, M'les, Liverpool & Glasgow |
| KEEMUN | 1st Dec. M'les, Havre, Liverpool & Glasgow |
| NINGCHOW | 17th Dec. Genoa, M'les, Liverpool & Glasgow |

PACIFIC SERVICE

(via Kobe and Yokohama)

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|-------------|---|
| PROTESILAUS | 20th Nov. Victoria, Seattle & Vancouver |
| ACHILLES | 18th Dec. |

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| | |
|--------|-----------------------------|
| TEUCER | 15th Nov. via Suez & Boston |
| AJAX | 25th Nov. via Suez & Boston |

PASSENGER SERVICE

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|-----------|--|
| TEIRESIAS | 6th Nov. for Singapore & London |
| SARPEDON | 12th Nov. for Shanghai |
| SARPEDON | 11th Dec. for Singapore, Marseilles & London |
| PATROCLUS | 5th Jan. for Singapore, Marseilles & London |
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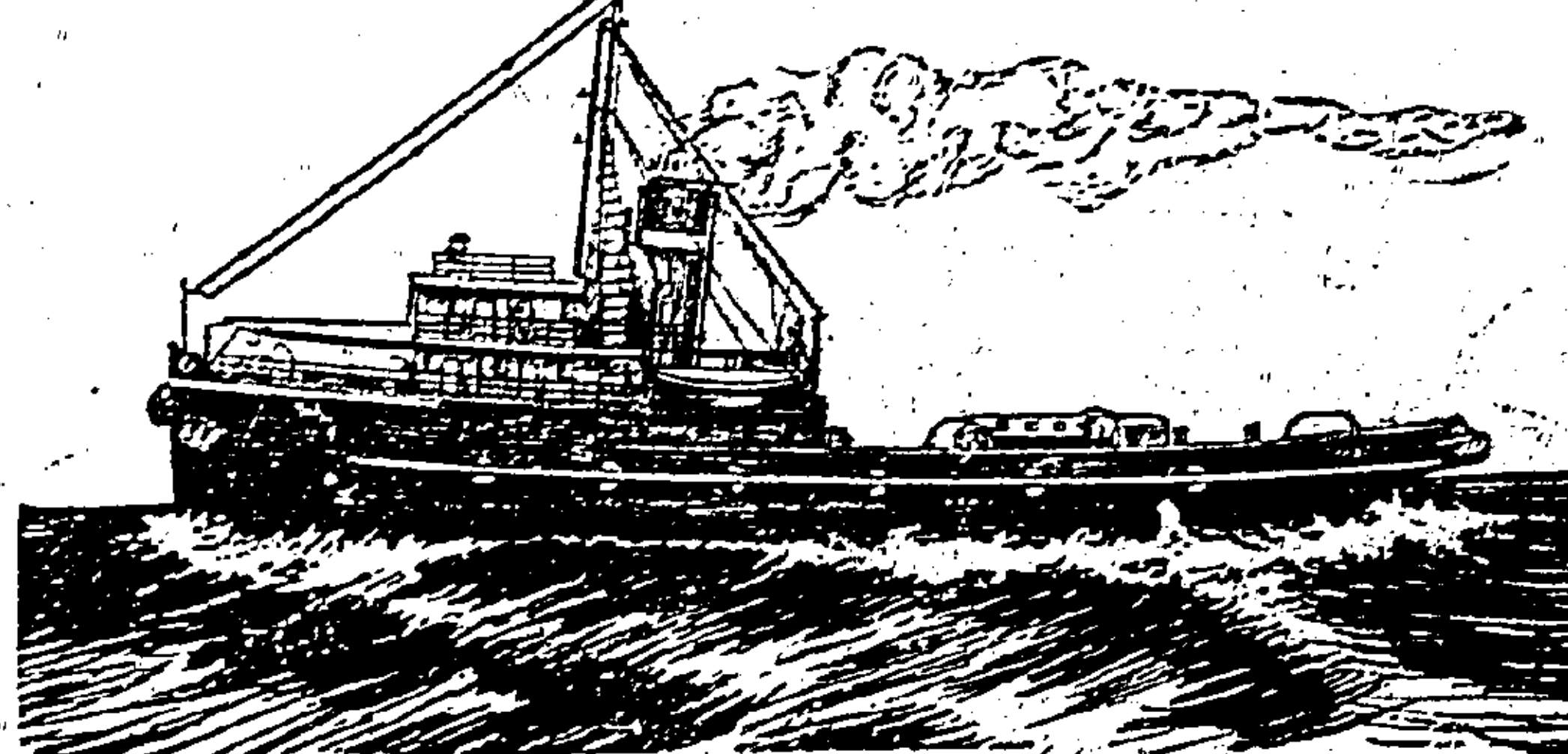
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VIOLATION OF DUTY.

DETECTIVE RECEIVES MAXIMUM PENALTY.

Chan Chik-son, a police detective, was charged before Mr. C. D. Melbourne at the Magistrate's yesterday afternoon with demanding money with menace, with intimidation and with violating his duty.

Mr. M. K. Lo prosecuted and Mr. T. G. Bennett defended.

The substance of the evidence was that at Des Vaux Road Central on the night of October 23rd, the accused accosted the complainant Ip Wah-tsun, an elder brother of General Ip Kue, Chief Lieutenant to Chan Kwing-ming before the latter was ousted from Canton by Sun Yat-sen's adherents.

His relationship with General Ip having been confirmed, the complainant was taken by the defendant ostensibly to the Police Station. On the way the defendant confided to the complainant that his political rivals wanted to get him into trouble. If the complainant would give him \$300, however, he not only would not help the political intrigues in their work as he had been asked to do, but would also accord him (the complainant) protection. The complainant then took the detective to a friend's house where the sum of money to be paid was discussed at length. Eventually, through the good offices of the complainant's friend, the matter was settled at \$75, the greater portion of the money being raised by the complainant by a loan from a fellow lodger of his. Next morning the complainant reported the matter to Chief Detective Inspector Grant, and as a result of investigations the defendant was charged.

After both solicitors had addressed the Bench his Worship found that the second and third charges had not been proved. On the charge of violating his duty the detective was fined \$200, or three months' hard labour, which is the maximum penalty.

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| TELLORE | 6,853 | 6th Nov. noon | M'les, L'don, A'werp, R'dam |
| CECILIA | 6,813 | 14th Nov. | S'pore, Pang, C'bo & B'bay |
| ALMA | 10,941 | 16th Nov. | M'les, Gib. L'don & A'werp |
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| ALMA | 9,062 | 30th Nov. | M'les, London & Antwerp |

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| | | | |
|------|-------|-----------|---------------------------|
| ALMA | 5,205 | 6th Nov. | S'pore, Penang & Calcutta |
| ALMA | 6,062 | 14th Nov. | S'pore, Penang & Calcutta |

PENINSULAR & ORIENTAL SAILINGS (South)

| | | | |
|------|-------|-------------|-----------------------------|
| ALMA | 4,500 | 3 Nov. noon | Manila, S'kan, Thursday Is. |
| ALMA | 4,000 | 1st Dec. | Townsville, Brisbane |
| ALMA | 6,000 | 5th Jan. | Sydney & Melbourne |

For further particulars apply to:
MACKINNON, MACKENZIE & Co.,
22, Des Voeux Road, Central.

SAILINGS TO SHANGHAI & JAPAN.

| | | | |
|---------|--------|----------------|-----------------------|
| EVANHA | 8,092 | 3 Nov. d'light | Shanghai, Moji & Kobe |
| CECILIA | 6,813 | 3 Nov. d'light | Shanghai |
| CECILIA | 4,000 | 6 Nov. 9 a.m. | Moji & Kobe |
| CECILIA | 6,956 | 13th Nov. | Shanghai, Moji & Kobe |
| CECILIA | 11,430 | 17th Nov. | Shanghai, Moji & Kobe |

All dates are approximate and subject to alteration without notice.
Wireless on all steamers.

Parcels Measuring not more than 25ft. x 2ft. x 1ft. will be carried at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co.,
22, Des Voeux Road, Central.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K. STRAITS, CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

| Vessel | Due Hongkong | Vessel | Leaves Hongkong |
|------------|--------------|------------|-----------------|
| GLENAGARRY | 2nd Nov. | GLENAGARRY | 7th Nov. |
| GLENAGARRY | 17th Nov. | GLENAGARRY | 29th Nov. |
| GLENAGARRY | 25th Nov. | GLENAGARRY | 11th Dec. |
| GLENAGARRY | 3rd Dec. | GLENAGARRY | 15th Dec. |
| GLENAGARRY | 17th Dec. | GLENAGARRY | 10th Jan. |

Movements are subject to change without notice.

For freight or further particulars please apply to:

JARDINE MATHESON & CO., LTD.
THE GLEN LINE, LTD.

AGENTS

Telephone Central No. 215, sub-ex. 23 and 3695.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUALS

| Mail Steamers | Next Sailings from Marseilles | Pro. arr. at Hongkong & Japan | Pro. Sailors from Hongkong & Japan |
|---------------|-------------------------------|-------------------------------|------------------------------------|
| CHILLI | 12th Nov. | 12th Nov. | 12th Nov. |
| PORTHOS | 12th Nov. | 12th Nov. | 12th Nov. |
| CHAMBERD | 12th Nov. | 12th Nov. | 12th Nov. |
| PAUL LECAT | 12th Nov. | 12th Nov. | 12th Nov. |
| ANDRE LEBON | 12th Nov. | 12th Nov. | 12th Nov. |
| AMBOISE | 12th Nov. | 12th Nov. | 12th Nov. |

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and free Doctor's attendance)
1st Class 250.00 B. Class 1st Class 250.00
2nd Class 250.00 B. Class 2nd Class 250.00

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the train at Marseilles.

LIGNE COMMERCIALES (CARGO-BOATS)

S.S. ...
Have, Antwerp & Dunkirk about

For further particulars apply to:

Messageries Maritimes Co.

3 Queen's Building.

TELEPHONE CENTRAL 740.

CONSIGNATION. TRANSIT. REPRESENTATION.

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

REGULAR FORTNIGHTLY SERVICE BETWEEN

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REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.
Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

Through passage rates to Europe via America G. 405. G. 420. G. 440.

IYO MARU ... Monday, 5th Nov. at 11 a.m.

SHIDZUKA MARU ... Tuesday, 20th Nov.

MARSEILLES, LONDON & ANTWERP via Singapore, etc.

HARENA MARU ... Wednesday, 7th Nov. at 11 a.m.

KAMO MARU ... Wednesday, 21st Nov. at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

TOYCHASHI MARU ... Middle of Nov.

LIVERPOOL via MARSEILLES & VALENCIA.

LYONS MARU ... Sunday, 4th Nov.

SYDNEY & MELBOURNE via Manila, etc.

MISHIMA MARU ... Friday, 2nd Nov.

AKI MARU ... Wednesday, 14th Nov.

NEW YORK and/or BOSTON via PANAMA.

TAKAKA MARU ... Saturday, 24th Nov.

BLENOS AIRES via Singapore, Durban & Cape Town.

KAWACHI MARU ... First half of Dec.

BOMBAY via Singapore, Penang & Colombo.

HAKONE MARU ... Saturday, 10th Nov.

CALCUTTA via Singapore, Penang & Rangoon.

CALCUTTA MARU ... Sunday, 4th Nov.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Thursday, 22nd Nov.

SHANGHAI, KOBE & YOKOHAMA.

HOLLAND MARU ... Wednesday, 7th Nov.

ATSUTA MARU ... Wednesday, 7th Nov.

PENANG MARU (Moji, Kobe & Yama) ... Sunday, 11th Nov.

TAMEA MARU ... Friday, 16th Nov.

For further information apply to: NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, 293 & 2422. U. YAMAMOTO, Manager.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR BOSTON & NEW YORK via SUEZ.

S.S. "BOLTON CASTLE" ... Sailing on or about 12th Nov.

S.S. "MT. PASTER CASTLE" ... Sailing on or about 12th Dec.

LLOYD TRIESTINO.

Taking Cargo for Genoa, Naples, Venice, Trieste and all other Italian Ports also cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

Fiume having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS, REDUCED FARE FROM HONGKONG TO ITALIAN PORTS 25%.

FOR SHANGHAI, YOKOHAMA & KOBE.

S.S. "DUCHESSA D'AOSTA" ... Sailing on or about Begin. Dec.

S.S. "FUME-L" ... Sailing on or about

FOR BRINDISI, VENICE & TRIESTE.

via Singapore, Penang and Colombo.

S.S. "VENEZIA" ... Sailing on or about 6th Nov.

S.S. "FUME-L" ... Sailing on or about Early Dec.

S.S. "DUCHESSA D'AOSTA" ... Sailing on or about Early Jan.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.
S.S. "UMZINTO" ... Sailing from Calcutta on or about 1st Dec.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:
DODWELL & CO., LTD.

Telephone Central 1030. Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

| Steamer | Arrives Hongkong from Australia | Leave H'kong for Manila, Sandakan, Thurs. Is. & Aust. |
|----------|---------------------------------|---|
| CHANGSHA | 14th Nov. | 14th Nov. at 4 p.m. |

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

(JOHN SWIRE & SON, LTD.)

Telephone Central No. 36. Agents.

ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

Projected Sailings from Hongkong

Subject to alteration.

City of Hankow 14th Nov. Havre, London, R'dam & Hamburg.

PASSENGER SERVICE.

| | | |
|--------------------|-----------|---------------------|
| City of Paris | 23rd Nov. | Shanghai & Japan |
| City of Karachi | 4th Dec. | Marseilles & London |
| City of Paris | 2nd Jan. | do |
| City of Canterbury | 21st Feb. | do |
| City of York | 30th Mar. | do |
| City of Cairo | 18th Apr. | do |

FARES TO LONDON.

Single 1st Class A £ 99. B £ 84. 2nd Class A £ 62. B £ 51.
Return 1st Class A £ 161. B £ 147. 2nd Class A £ 103. B £ 83.

For further particulars apply to

HOLYOAK MASSEY & CO. LTD. THE BANK LINE, LTD.

CANTON. Tel. Central 1784

COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

| Destination | Steamer | Sailings |
|-------------------------------|---------|----------------------|
| BANGKOK via Hoibow Chunsang | Sat. | 3rd Nov. at 10 a.m. |
| HAIPHONG via Hoibow Leesang | Sat. | 3rd Nov. at 10 a.m. |
| STRAITS & Calcutta | Sat. | 3rd Nov. at 3 p.m. |
| TIENSIN | Tues. | 6th Nov. at d'light |
| BANGKOK via Swatow Chaksang | Tues. | 6th Nov. at 10 a.m. |
| SANDAKAN | Tues. | 6th Nov. at 3 p.m. |
| TTAO via S'ow & S'hai Yatsang | Wed. | 7th Nov. at d'light |
| SHANGHAI via Swatow Tungshing | Fri. | 9th Nov. at d'light |
| MANILA | Fri. | 9th Nov. at 3 p.m. |
| SHANGHAI via Swatow Loksang | Sun. | 11th Nov. at d'light |
| STRAITS & Calcutta | Mon. | 12th Nov. at 3 p.m. |
| TTAO via S'ow, S'hai, Talsang | Wed. | 14th Nov. at d'light |

Calcutta Line:—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans & carry a fully qualified Surgeon.

Shanghai Line:—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

Manila Line:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

Haiphong Line:—Sailings approximately weekly for passengers and cargo, calling at Hoibow both ways.

Borneo Line:—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

Tientsin Line:—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Weihaiwei & Chefoo.

Bangkok Line:—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Fooksang" will be despatched on or about Saturday, 3rd Nov. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & Co., Ltd.

Telephone Central No. 215. General Managers.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,

(Occupying 9 to 10 days.)

Steamships. Captain. Leaving.

Haiching ... J. S. Thomson ... Tues. 6th Nov. at 1 p.m.

Haiching ... W. C. Passmore ... FRI. 9th Nov. at 1 p.m.

Haiching ... Ellis Walker ... TUES. 13th Nov. at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN CLOON

will be despatched on 14th Nov.

to SINGAPORE, PENANG and BELAWAN DELI.

Excellent saloon accommodation, all lower berths. English Cuisine, doctor carried, wireless telegraphy.

1st. CLASS FARE to SINGAPORE, \$109.

In connection with the Royal Packet Nav. Co's (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents:—JAVA CHINA JAPAN LIJN.

Telephone Central No. 1574. York Building, Charter Road.

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NOTICE

BRUNSWICK RECORDS

ARTISTIC companions of Brunswick Phonographs. These Records are made under the direction of great interpreters—men who have the power and faculty of developing musical selections as they would be played by the composer.

Just as there are directors for the opera, the stage, the orchestra, we now have directors for records.

This means that each Brunswick Record is not only the work of some accomplished artist but is accompanied by the shadings of a renowned director.

This is why Brunswick Records rise above the qualities most records have in common. Brunswicks are more than title and artist. They bear the impress of some guiding hand. One who knows how to bring out the inherent qualities, the hidden beauty, the magnetic personality, the more spiritual intuitions of the composer.

Ask to hear these records. They will play on any phonograph with steel or fibre needles. Made by the House of Brunswick—a name renowned in the world of music. Compare Brunswick Records with others. Be their sole judge! Look for something entirely different—something sweeter, richer, truer! You'll find it in full measure in the new Brunswick disc!

BRUNSWICK STUDIO

17, Ice House Street.

HOTELS

LEADING FAR EASTERN HOTELS.

HONGKONG: Peak Hotel, Repulse Bay Hotel.

SHANGHAI: Palace Hotel, Grand Hotel, Kalee.

PEKING: Grand Hotel des Wagon Lits.

The Hongkong Hotel Co. Ltd.
In conjunction with
The Shanghai Hotels Ltd.
and
The Grand Hotel des Wagon-Lits Ltd.

KOWLOON HOTEL

Telephone K. 608 and 609. Cable Address Kowloon.
THE PREMIER HOTEL IN KOWLOON.
Electric Lifts to all Floors and Roof Garden.
Telephone on all Floors.

Daily, Monthly & Family Rates.
Apply Mrs. M. BLAKE.

FIRST-CLASS SALOON BAR AND BILLIARD ROOM.
Proprietor: FRANK L. COOKE.

PALACE HOTEL, KOWLOON.

Tel. No. Kowloon 3. Tel. Add. Palace.
Two minutes from Ferry and Railway Station. Five minutes by Ferry from Hongkong.
A first class Hotel in every respect and under English management.
Cuisine under personal supervision of the Proprietor.
Lounge Bar and Billiard Room.
Terms moderate.
Special arrangements for families on application to
J. H. OXBERRY, Proprietor.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. Central 373. Telegraphic Address "VICTORIA".
J. WITCHELL, Manager.

THE EUROPE HOTEL.

SINGAPORE.
DANCING AFTER DINNER.
EVERY MONDAY, WEDNESDAY AND SATURDAY.
TEA DANCES
TUESDAYS AND THURSDAYS.

The Hotel Orchestra under the Direction of Mr. F. R. Martens.

Telephones in every room.
Telegraphic Address "EUROPE, SINGAPORE."
Telephone No. 2740 (9 lines).

THE EUROPE HOTEL LTD.
ARTHUR E. ODELL, Manager.

Have a "Turkish A.A."



Made of
Carefully blended
Grades of
Turkish leaf.

Turkish Tobacco is acknowledged to be
the world's best Tobacco for Cigarettes.

This Advertisement is issued by British American Tobacco Co., (China) Ltd.

CHURCH NOTICES.

A Charge of one Dollar is made for Notices under this heading.

St. John's Cathedral, Hongkong.—
4th November, 1923, 23rd Sunday after Trinity. Holy Communion (8 a.m.) Children's Service (10 a.m.) Hymns, 224, 220, 98. Matins (11 a.m.) Responses. Ferial: Venite, No. 19 (Lupin); Psalms, 110, 135; Te Deum. Smart: In F. Benedictus, No. 14 (Jacobs); Hymns, 538, 437. Holy Communion (12 noon). Evening (6 p.m.) Responses, Ferial: Psalms, 137, 138, 139; Magnificat. Smart: Nunc Dimittis. Barnby. Hymns, 240, 428, 439 (2nd Tune).

Wesleyan Methodist Church, Queen's Road, East, opposite Royal Naval Hospital, Wanchai.—
Sunday, 4th Nov., 1923, 10.15 a.m. Divine Service and Naval and Garrison Church Parade. Hymns, 121; Te Deum, 883, 454. 4.30. Subject: "The Passing of Fear." 6 p.m. Divine Service. Hymns, 621, 667, 815, 164, 910. Subject: "The Unattractive Cross." W.M.H.B. Preacher: Rev. C. Clouston Porri, H.C.F. 7 p.m. Holy Communion, 3 p.m. Sunday School with Blackboard Address. Wesleyan Sailors' and Soldiers' Home Arsenal Street, Hongkong. Sunday, 8.15 p.m. Chaplain's Meeting and Social hour. Address by Chaplain. Wednesday, 8.30 p.m. Wesley Guild. Social and Musical Evening.

First Church of Christ, Scientist, McDonnell Road, below Bowen 11.15 a.m.; Wednesday, 5.45 p.m. Road Tram Station. Sunday.

WIRELESS ADVANCE.

A London cable of the 3rd inst. states: The speeches of the Duke of Connaught and the Overseas Premiers at the Colonial Institute banquet were broadcast by wireless throughout the country. The clink of glasses, cheers and conversations were all transmitted and even the Duke of Connaught's whispered "I think we had better be getting on" while the merry laughter and witty conversation of a lady guest were quite audible. People in Edinburgh heard even more distinctly than guests in the distant parts of the banquet hall.

Wm. POWELL Ltd.

(Hongkong Hotel Buildings.)

GENTLEMEN'S
TAILORS and BREECHES MAKERS
EVENING WEAR
LOUNGE and SPORTING SUITS
A SPECIALITY.

EXCHANGE.

(Opening Rate: closing Rate on Page 1.)

| SELLING. | 30 d/s. San Francisco and New York |
|--------------------------------|------------------------------------|
| T/T Demand | 2/3 1/2 |
| 30 d/s. | 2/3 1/2 |
| 60 d/s. | 2/3 1/2 |
| 4 m/s. | 2/3 1/2 |
| T/T Shanghai | Nom. |
| T/T Singapore | 90 1/2 |
| T/T Japan | 103 1/2 |
| T/T India | 101 1/2 |
| Demand India | 101 1/2 |
| T/T San Francisco and New York | 50 1/2 |
| T/T Java | 131 1/2 |
| T/T Marks | Nom. |
| T/T France | 8 65 |
| Demand Paris | 8 65 |

BUYING.

| | |
|------------------------------|-----------|
| 4 m/s. L/O | 2/5 15/16 |
| 4 m/s. D/P | 2/5 15/16 |
| 6 m/s. L/O | 2/4 |
| 10 d/s. Sydney and Melbourne | 2/4 |

SUBSIDIARY COINS.

| | |
|----------------------------|--------------|
| Hongkong 50 cent piece | 2 1/2 % p.p. |
| 10 " | 1 1/2 % p.p. |
| 5 " | 1 1/2 % p.p. |
| Canton sub. coins | 1 1/2 % p.p. |
| Hongkong November 3, 1923. | |

POST OFFICE NOTICES.

KMAS AND NEW YEAR PARCELS MAIL.
Kmas and New Year Parcel Mail for the United Kingdom will be closed in the U.P.O. at 5 p.m. on the 5th November. The mail is due in London on the 17th Dec.

INWARD MAILS.

| From | Per | Due. |
|--|-------------------|----------|
| Shanghai | Per | 3rd Nov. |
| Australia & Manila | Eastern | 5th |
| Canada, U.S.A., Japan, Shanghai & Canton | Empress of Canada | 5th |
| London via New York 5th Oct. | Prin. Madison | 5th |
| U.S.A., Canada, Japan & Shanghai | Victoria | 9th |
| Australia & Manila | | |

OUTWARD MAILS.

| For | Per | Date. |
|---|------------------|------------------------------|
| Singapore, Amoy & Formosa | Kaiti M. | Sun. 4 inst. 9 a.m. |
| Singapore & Bangkok | Chakras | Mon. 5 inst. 9 a.m. |
| Shanghai, Japan, "Holland" & San Francisco | Korom M. | Mon. 5 inst. 10.30 a.m. |
| | | (Due San Francisco 3rd Dec.) |
| | Hydrangas | Mon. 5 inst. 2.30 p.m. |
| Singapore, Japan, Canada, U.S.A., O & S, America & Europe | Prin. Grant | Mon. 5 inst. |
| Victoria B.O. | | Parcels 5th 5 p.m. |
| | | Letters 5th 8.20 a.m. |
| | | (Due Victoria B.O. 5th Nov.) |

ENTERTAINMENTS.

A GRIPPING DRAMA OF THE SEA

METRO PRESENTS
LON CHANEY

ALL THE BROTHERS
WERE VALIANT

Today at 2.30, 5.15, 7.15 & 9.15.

THE CORONET

THE STAR

Today at 5.30 & 9.15

DON G. MERLE

THE MASTER MAGICIAN

MAX LINDER

in

"The Three Must
Get There's"

SPECIAL CHILDREN'S MATINEE
at 2.30 p.m.

by DON G. MERLE
Price 60 cents & 30 cents.

THE GRAND

WANCHAI

TO-NIGHT at 9.15 p.m.

HOBART BOSWORTH

in

WHITE HANDS

and

BUSTER KEATON

in

THE PALEFACE



To-day at 5.15 p.m. & 9.15 p.m.

LEW CODY

in

"THE BUTTERFLY MAN"

A Story of Human Interest and Heart Appeal.
ALSO

"JAPAN AFTER EARTHQUAKE"

A picture showing of ruins of Branch
offices of Local Concerns (Standard Oil
Co., and H.K. & S. Bank Etc.

Usual prices. Booking at the Theatre.

A HUMAN CUCKOO.
—This woman should not be a human being, she should be a cuckoo. Such was the comment of a member of the Staines Board of Guardians when told recently how a mother had abandoned her two children. The woman had left the workhouse to go on tramp with a man who had also been an inmate.

CUBING VOCAL "CORES".
Amongst the exhibits at the annual exhibition of the Royal Photographic Society, recent to the public at 35, Russell Square, London, were specimens of metric photographs of the human voice from Dame Malba, showing the Malba exercises, the cure of "coris" in the chords.

Printed and Published for the Proprietor, by Frederick Franklin, at 11, Ice House Street, in the City of Victoria, Hongkong.